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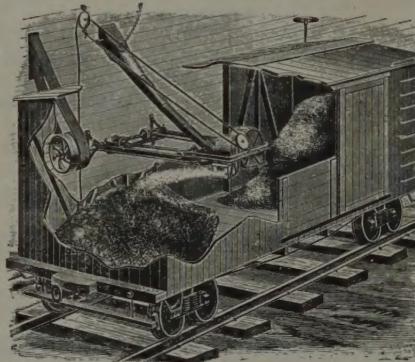
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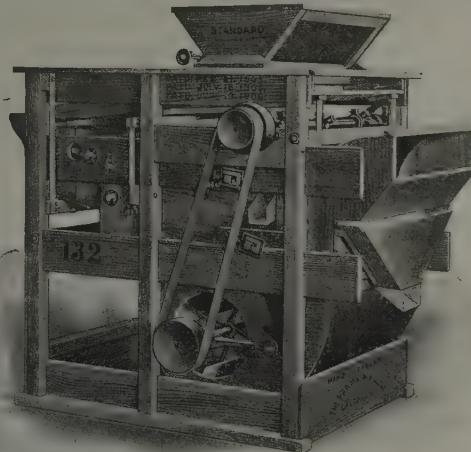
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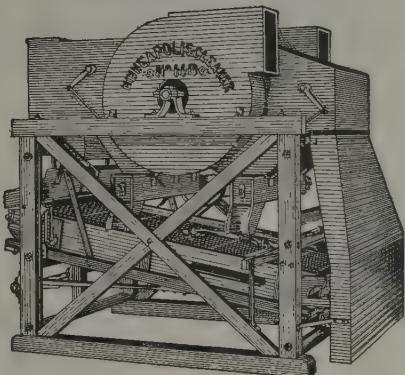


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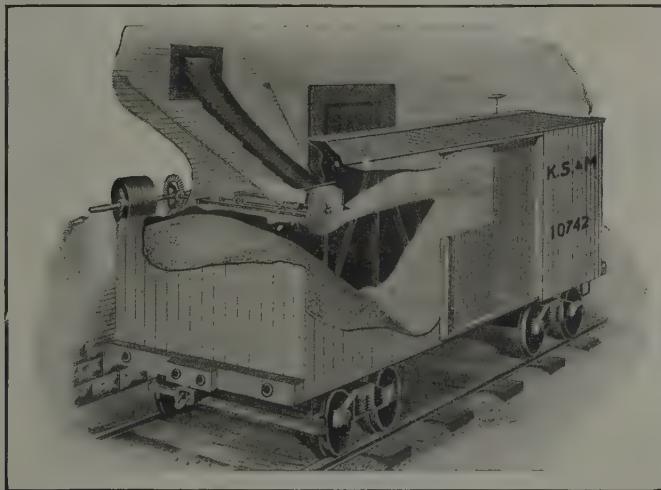


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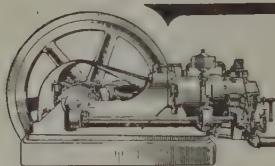
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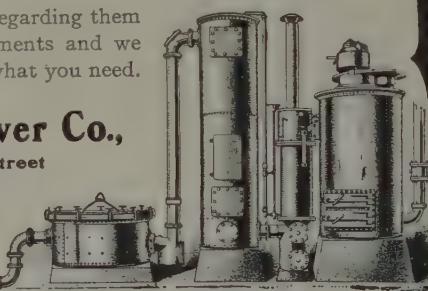
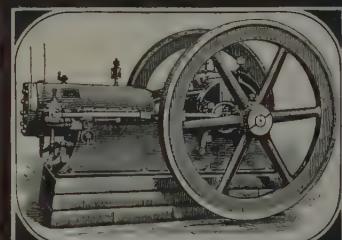
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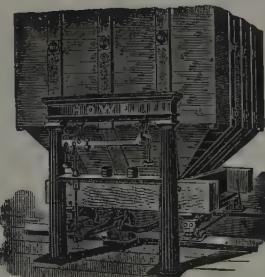
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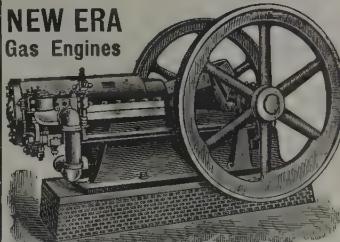
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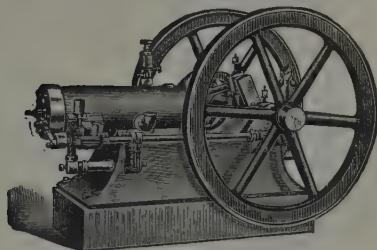
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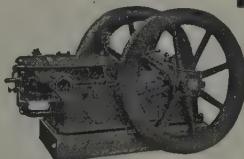
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DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleafed with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal,
255 La Salle Street - - - - Chicago, Ill.

NYE SCHNEIDER FOWLER CO. MASON CITY, IOWA

GRAIN DEALERS JOURNAL, CHICAGO.

Gentlemen.—Replying to your favor of the 25th, in regard to our continuing our Ad. in your help want column, will say that we only wished you to insert it for two issues, and do not wish you to run it any longer, as we have simply been flooded with answers to the Ad. and for which we have not had time to answer them all fully. If we should continue to run that Ad. in your Journal for about six weeks we do not know what the result would be. If however, we are in need of help again, we will, no doubt use your columns, as the result has been very satisfactory. Yours truly, NYE SCHNEIDER FOWLER CO.

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.



EASY TO HANDLE

*Willford's Light-running
Three-roller Mills*

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

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Grain Dealers' Scale Tickets.

BOOK NO. 51.

This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net, pounds. Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net....bushels....pounds, Price, Dollars and Fees.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cent. Address

GRAIN DEALERS COMPANY
255 La Salle Street. - Chicago, Ill.

TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4½ x 8½ inches, 110 pages.

Price \$1.00

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255 LaSalle St. Chicago, Ill.

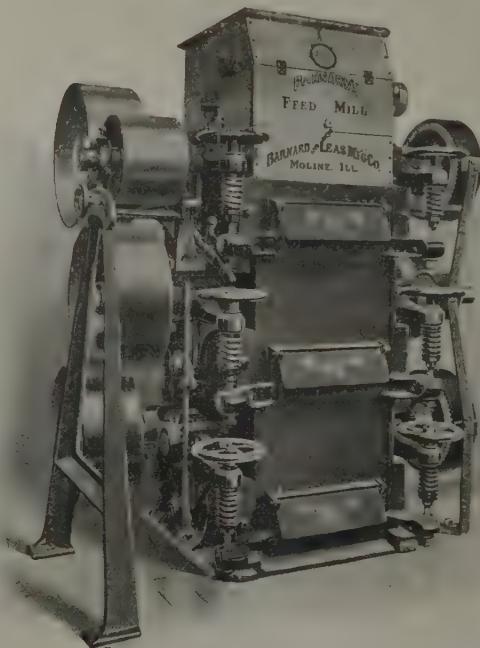
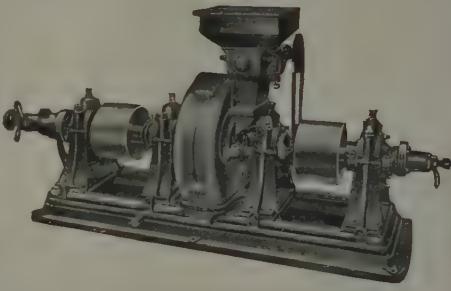
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at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

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We make them for grinding all kinds of feed as well as fine meal for table use.

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Price \$2.25

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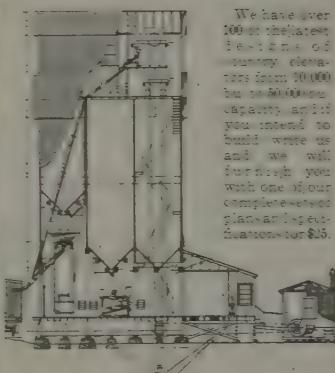
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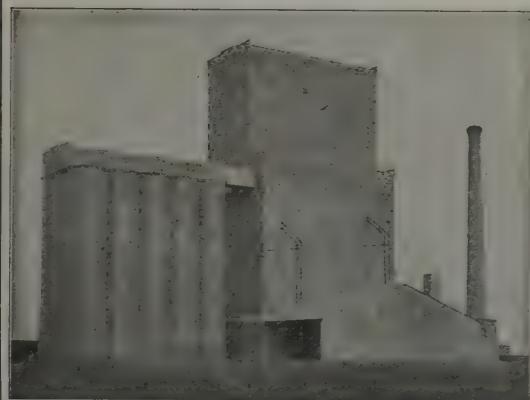
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Our Price **\$3.75**

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double your present elevating capacity? You can do it without increasing the size of your elevator, or changing the size of your cups, and without a cent of expense, outside of that incurred by installing a

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A device that fits your cups heaping full—that makes a choke in the Boot impossible—that requires no attendant at the lever of control—re—that makes grain elevating what it ought to be—safe, pleasant and profitable. Our booklet or the asking.

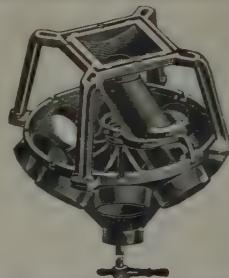
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is a Friend Indeed

If you haven't one of our passenger elevators you are in need of one of them.

**Why Walk
When You
Can Ride
Without
Effort**

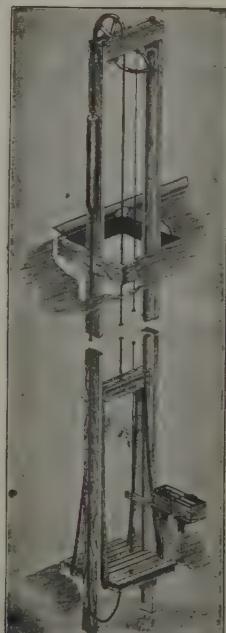
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**They are No Trouble,
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N. W. Agents for Invincible Cleaners and Richmond Dust collectors
MINNEAPOLIS : MINNESOTA

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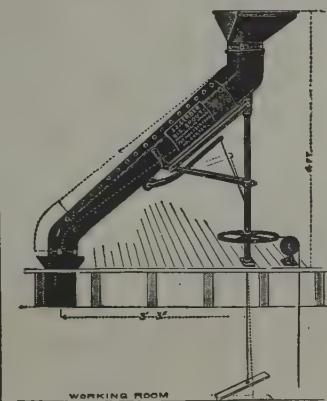
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is universally used in elevators. Why? Because it is a time and labor saver, is well made and lasts a life time,

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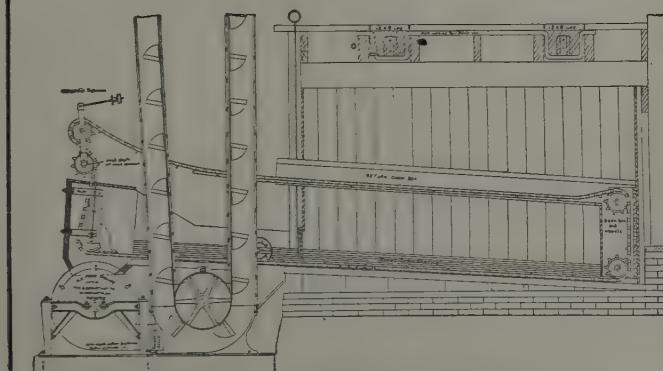
and see how such an outfit would save you space, time and money.

Self-Locking Rail Dump, Pat. Chain Drag and Feeder from large sink under low drive-way to **U. S. Corn Sheller** and stand of elevators, in front of which is **Kick-off, Fig. 8**, making it possible to elevate ear corn also.

THE BEST IS THE CHEAPEST

Write before buying elsewhere

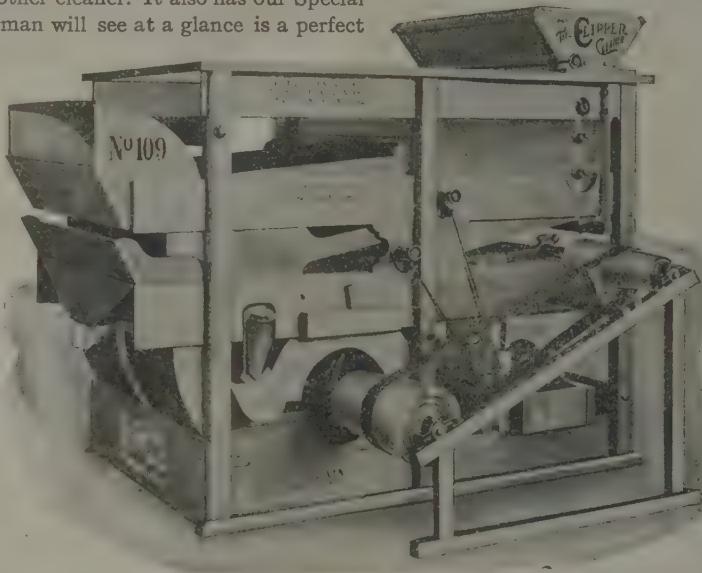
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Shown here has our perfect Traveling Brush device on the screens to keep them from clogging which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

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“Western” Warehouse Shellers and Cleaners

Manufactured Exclusively by

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The “Western” Gyrating Cleaner cleans all kinds of Grain
Double screws. Perfect separation. Perfect cleaning.
TRIPLE motion. Perfect balances.
Durable. Compact.



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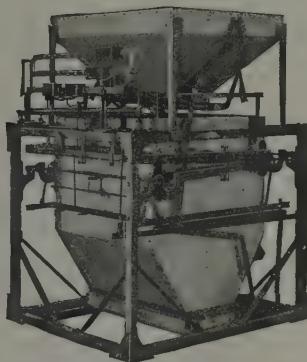
Compiled by JOHN B. DAISH
President American Shippers' Association

¶ Is a compilation of rules relating to demurrage, so-called reciprocal demurrage or delayage, which have been enacted by the legislatures of the several states or promulgated by commissions organized under state authority.

¶ It contains a digest in tabulated form of the demurrage rules, a copy of the South Carolina form for ordering cars, and a list of the states in which adequate car facilities must be supplied.

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Let the McLeod do your weighing and then you can feel absolutely sure your weights are correct.

They are simple, accurate and durable.
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Has reached the highest stage of perfection in the use of the

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This should be of interest to every handler of grain.

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FORM 44.

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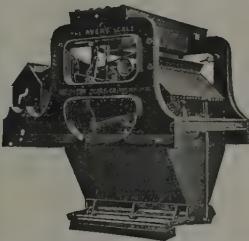
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It contains spaces for 8,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8 1/4 x 14 inches, and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

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THE Avery WAY

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is thoroughly reliable and requires no further attention after once adjusted and started. For a reasonable length of time, we will install for free trial.

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makes hot corn cold, and saves it; and pays for itself in a short time.

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You can get a HESS DRIER quickly too. We are shipping the "Ideal" Hess Driers (the carload-a-day machine) the same day we receive the orders, and will continue to do so till the orders come too fast. Order now, today, and be ready when the hot time comes. Delays are dangerous.

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ELEVATORS FOR SALE.

FOR SALE, an old established Retail, Grain, Feed and Coal business in Chicago. Making money but owner has other interests and cannot give it the necessary attention. Address J. J., Box 4, Grain Dealers Journal, Chicago, Ill.

COAL AND GRAIN business in eastern Nebraska for sale. Average sales 60,000 bus. of grain and 2,500 tons of coal per annum. In town of 2,500 inhabitants and fine farming country. For further information write H. Hempel, Lincoln, Neb.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—10,000-bu. elevator in northern Ohio, doing good exchange business. Handle lumber, cement, tile, coal, fertilizer, seeds, implements, etc. Flour and feed trade very good. Residence nearby. Good reason for selling. Address Frank & Weidner, Liverpool, Ohio.

GRAIN ELEVATOR in northwestern Indiana for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales; will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One of the really good elevators in eastern Kans.; doing good business; price is right considering the property; no competition; no agitation; net profit over 25% per annum. Price \$8,000, easy terms if desired. Address, Ferry, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE. Elevators, Mills, Hotels in Indiana, Illinois and Iowa. Iowa elevator at a great bargain. Land to trade for elevators. 50 horse Atlas engine, 60 horse boiler, 1,100 horse boiler, 25 horse Electric motor. J. D. McClean, 403 North Jefferson Ave., Peoria, Ill.

FOR SALE—Two Modern Elevators, one situated in western Minnesota and the other in eastern No. Dak., both on the Soo Line. One has a capacity of 25,000 bu. and the other 35,000 bu., both cribbed and strictly modern in every way. Good business, good competition, good reason for selling. Address L. B. 713, Sioux Falls, S. D.

OUR ELEVATOR located at Irwin, Union Co., Ohio, is for sale. Plant was built last year and is first class in every respect. New office 3 rooms, also ware rooms and cribs. On Big Four R. R. No trouble to get cars. Best reasons for selling and will make price right if sold at once. Write to R. B. Gordin, South Solon, Ohio.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district in Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first class equipment and is in perfect order. Write for full description and particulars to Box 3, Freeland Park, Ind.

ELEVATORS FOR SALE.

FOR SALE—17,000 bushel elevator, built in 1906, best and cheapest power on earth. Good feed and coal business in connection. Handled 200,000 bus. last year. County-seat town. Address B. H. W., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale. 14,000 bu. cap. new and modern in every way; 13,000 bu. ear corn goes with it. Located on Burlington Railroad in southern Nebraska. Would trade for good land in Neb. or Kan. Address R. E. S., Box 1, Grain Dealers Journal, Chicago, Ill.

OLD ESTABLISHED BUSINESS FOR SALE—In order to close the estate of Samuel Thomas, deceased, the grain depot and business in Phillipsburg, N. J., conducted by him for 42 years, will be sold at private sale. The property has frontage of 60 feet on South Main St. and extends to Belvidere—Delaware branch of the P. R. R.; is improved with large stone and brick building (two stories on street and four stories on railroad side), fitted up with hopper-scales, conveyors, and all modern appliances for wholesale and retail grain business, also railroad siding. For further particulars, apply to SMITH & BRADY, Attorneys for Estate, Phillipsburg, N. J.

LOCATIONS FOR ELEVATORS

GOOD LOCATIONS for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address B. Thomas, Pres., Room 11, Dearborn Station, Chicago, Ill.

MISCELLANEOUS.

FOR SALE, stock in good mill paying 2 1/2% annual dividends. Write A. H. Bennett & Co., Topeka, Kansas.

JOHN A. RICE Elevator and Mills Broker, Frankfort, Ind. Prompt and reliable service. Commissions only.

ADDRESS WANTED of H. M. Talcott, formerly of St. Joseph, Mo.; have an important communication for him. Write Mr. Jones, Box 3, Grain Dealers Journal, Chicago, Ill.

WILLIAMS TYPEWRITER in good condition for sale, just the machine for the grain dealer to use in carrying on his business correspondence. Address Williams, Box 5, Grain Dealers Journal, Chicago, Ill.

1,000,000 Acres, Texas Gulf Coast land. \$6.00 per acre, upward. Fast advancing in price. Its temperate yearly climate and fertile soil does it. The new Panama Canal is making people think. Send for booklet. W. H. Nill, Covington, O.

50-BBL. ROLLER process flour mill, grain, lumber, coal and hay business for sale; also good residence of 10 rooms will be sold with mill. Anyone wanting this property write at once, as it will be sold soon. Address Risser Bros., Rawson, Ohio.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

ELEVATORS WANTED.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

GOOD GRAIN ELEVATOR and stock business wanted for cash. What have you to offer? Give particulars in 1st letter. O. L. Graves, Bunker Hill, Ind.

WANTED—To lease 3 or 4 good country elevators. Prefer houses shipping 200 cars or more yearly. Address Cedar, Box 5, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in Kansas. Must be in good condition and show plenty of business. Give full information in first letter. Address P. O. Box No. 125, Chase, Kans.

WANTED—Up-to-date elevator in Indiana or western Ohio that handles 300,000 bus. or more per annum in good town, with Catholic church. Address, Lock Box 48, Oxford, Ind.

ELEVATOR WANTED in central Indiana. Must be in good condition and show plenty of business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

WANTED—To buy or lease an elevator in N. Dakota. Must be in good condition and show good business. Would prefer location in town of 1,500 to 2,000 population with good schools. Address Lock Box 7, Canton, Minn.

ELEVATORS WANTED for cash. We have a number of cash buyers for elevators in northeastern Iowa, southwestern Minn., and the Dakotas. Write at once giving description and price if you want to sell. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATORS WANTED in Nebr. or Western Iowa; 4 or 5 good stations, at points where 150,000 to 200,000 bu. per year is handled. Will exchange or sell 700 acres fine land in central Nebr. worth \$30 per acre, or \$21,000. References, K, Box 1, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE—75 barrel up-to-date flour mill, brick building. Good merchant and custom trade. Will clear \$400 to \$500 per month. Lock Box 4, Warrington, Ind.

FOR SALE—A 60-bbl. mill located in southern Ohio; excellent location; fine wheat location. For full particulars and description, address Bargain, Box 12, Grain Dealers Journal, Chicago, Ill.

75-BBL. Nordyke & Marmon Mill, sifter system, good exchange trade. Good elevator handling 4,000 bus. corn. Corn meal and feed machinery for making 150 bbl. meal; located on Ry. Selling account ill health. Starbuck, Earley & Stryker, Port William, O.

MILL AND ELEVATOR located on C. I. & L. R. R. (Monon). Steam power, all in good condition. For sale or trade for farm. No competition; situated in good town and good grain country. For description and price address R. P. Hildans & Co., Bainbridge, Ind.

HELP WANTED.

WANTED—An experienced stenographer and one who writes a good hand. Prefer lady. Address with references, Roosevelt Grain & Elevator Co., Hobart, Okla.

WANTED—A man to work in grain and coal business. Must be of good character and habits, able to figure correctly and willing to work. Furnish references. Address Roy Wakefield, Waterman, Ill.

A YOUNG MAN thoroughly conversant with the feed business wanted to handle department for grain house of long standing in St. Louis. Address Berg, Box 5, Grain Dealers Journal, Chicago, Ill.

WE FURNISH BOOKKEEPERS, auditors, stenographers, bill clerks, yard managers, grain buyers and men for all capacities in the grain trade. S. A. Morawetz & Co., 910 Security Bank Bldg., Minneapolis, Minn.

WANTED—Working foreman in Seed Warehouse. Knowledge of cleaning machinery and gasoline engine necessary. Wages to start \$18.00 per week. State age and experience. Address S. C., Box 5, Grain Dealers Journal, Chicago.

A GOOD JOB awaits you if you will only let those seeking help know of your ability to serve them. The quickest and cheapest way to get an audience with those wanting competent help is to advertise in the "SITUATIONS WANTED" column of the Journal.

WANTED—A man who understands running a gasoline engine and elevator machinery, who is willing to work himself and see that the men under him do their work. Must be strictly sober and a steady worker. Steady job the year round for a good man. Must come at once if accepted. Address P. O. Box 186, Houston, Tex., stating wages expected, age, experience, references, etc.

MISCELLANEOUS.

WANTED TO BUY, Membership in Chicago Board of Trade. State price. Address Membership, Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED—Position in terminal elevator or with line company. Experienced. Best references. Address W. J., Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as grain buyer and manager of country elevator. Scandinavian spoken. 15 years' experience. A No. 1 references. Address F. Riis, Osakis, Minn.

POSITION WANTED as manager of grain elevator. Have had 5 years experience, can handle steam or gasoline plant. Am German. For further information, address Ham, Box 5, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with a wholesale grain company as manager or bookkeeper; would take a country station if in a good locality; best of reference. Address H. L. T. Box 4, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

WANTED PARTNER with milling and electric light experience, and some capital to invest in a 50 bbl. water power flour mill and lighting plant for a town of 500 people. Mill is doing good business. H. J. Rinkel, Orland, Ind.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.

Do You Want A Better Job?

GRAIN DEALERS JOURNAL:—Please stop my ad in the Grain Dealers Journal as I have secured a good position through its columns. C. T. Shumate, Mowville, Ia.

FOR SALE
The ONEIDA MILL & GRAIN CO., PLANT
ONEIDA, NEW YORK

A modern milling plant, brick building remodeled within two years, capacity 300 barrels flour, 100 barrels buckwheat flour, 50 tons corn feed. Water power supplemented by Corliss Engine for use when needed. Splendidly situated and the only mill in or near the city of Oneida which has a population of 14,000. Reached by THE NEW YORK CENTRAL & HUDSON RIVER and NEW YORK, ONTARIO & WESTERN RAILWAYS, which provide MILLING-IN-TRANSIT privilege over entire systems, including all their branches into New York, Philadelphia and the coal region of Pennsylvania.

Mill in active operation daily, retail cash sales mill door about \$150.00. Wheat bought direct from farmers.

Would cost \$75,000.00 to duplicate mill, elevator and warehouses. For sale cheap account death two principal owners whose estates must be closed. Chance of a life time for active man with about \$20,000.00 cash which will secure control.

Address communications to

**W. H. SMALL, Surviving Partner, or
W. H. SMALL & CO., Evansville, Ind.**

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE good 22-horse power Howe gasoline engine. Price \$250.00. Address Jeter & Jeter, Plano, Ill.

THE BEST line of gasoline engines for sale, Kenney Machinery Co., 124-128 S. Capitol Ave., Indianapolis, Ind.

SECOND-HAND 10-h. p. gasoline engine for sale, good as new; bargain. Shadegg Eng. Co., 315 So. 3rd St., Minneapolis, Minn.

FOR SALE—One 25-H. P. steam engine in good repair. Have sold boiler and will sell engine at bargain. Address Geo. H. Crawford, Mendon, Mich.

GASOLINE ENGINE for sale; 20-H. P. St. Mary's, in first class condition. Will sell at once. Write for price and information. Chas. F. Naber, Fairmount, Ind.

FOR SALE, new 2½ H. P. Webster gasoline engine, \$80.00; new 2 H. P. National gasoline engine, \$70.00; second hand 3 H. P. Norman gasoline engine, \$50.00. H. Pittinger, 40 Dearborn St., Chicago.

IT PAYS to buy a good engine. Assume no risks. We can furnish you new improved Witte engines at figures that suit. Write us for catalogue. Address Witte Iron Works Company, 520 West Fifth St., Kansas City, Mo.

SECOND-HAND ENGINES for sale. One 5 h.p. Fairbanks; two 8, one 10, and one 16 h.p. Otto; one 10 h.p. Columbus; one 25 h.p. and one 30 h.p. Webster; 18 h.p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

BARGAINS IN SECOND HAND GASOLINE ENGINES. 19 HP. Foos Standard gasoline engine, good as new \$250.00. 1 12 HP. Charter gasoline engine with one fly wheel \$125.00. 1 12 HP. Fremont gasoline engine, complete \$200.00. 1 12 HP. Waterloo gasoline engine complete with pulley and battery \$200.00. 1 12 HP. Fairbanks-Morse gasoline engine complete with pipes, tanks and friction clutch pulley \$250.00. 1 15 HP. Fairbanks-Morse gasoline engine complete with water and oil tanks, battery, pipes and fittings \$300.00. 1 20 HP. Fairbanks-Morse gasoline engine complete with battery, water and oil tanks, pipes and fittings \$375.00. ALLEN P. ELY & CO., Omaha, Neb.

ENGINES AND BOILERS.

FOR SALE an Atlas Automatic 65-H.P. steam engine; one 75-H.P. Boiler and 40 ft. new stack; one No. 2 Dean Hot Water Boiler feed and all connections for \$400. All in first class shape. J. M. Hornung, Greensburg, Ind.

Engines, Boilers, etc.
12x36 Corliss engines, also many larger sizes.

14x14 and 13x12 Ideal automatic engines, and larger and smaller engines of this class.

8x9 Throttling Governor engine; other sizes up to 26" cylinder.

Boilers 54x14, 60x16, 66x18, 72x18; also water tube and firebox boilers.

Hugh W. Dyar,
204 Dearborn st. Chicago, Ill.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

MACHINES FOR SALE.

FOR SALE—Ideal car loader. Good as new. Address T. B. Marshall & Co., Kirkwood, Ohio.

FOR SALE. One No. 4 Monitor wheat separator good as new. Address P. O. Box 75, Jamestown, Ind.

FOR SALE—I No. 1 Clipper Seed Mill, I No. 2 Clipper Seed Mill. Both of these machines are new and in good condition. The Haynes Milling Co., Portland, Ind.

FOR SALE CHEAP one Gilbert's Universal Roller Mill, eight rolls 6x18 in. in good condition. Flower City Charcoal Co., 59 West Ave., Rochester, N. Y.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE, Dynamos and Motors new and second hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

MISCELLANEOUS FOR SALE

FOR SALE CHEAP—3 doz. pulleys—Various sizes; one No. 17 Tornado Feed Mill. The Hayes Milling Co., Portland, Ind.

BOILER COMPOUND—Keeps boilers clean; removes scales; insures longevity. All elevators need it. Write for prices. Davey & Co., Grand Av., Chicago.

GRAIN TESTERS.

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

IMPROVED SAMPLER for grain bins, a device filling a long felt want in country and terminal elevators. Exclusive territory for sale. P. M. Ingold, Corn Exchange, Minneapolis, Minn.

FOR SALE—50-H.P. Westinghouse gas or gasoline engine as good as new. Has not seen to exceed 9 months of actual wear. One dynamo Fairbanks Morse, No. 1203 D. K. W. 10, A. M. P. 83-Volts 120-R.M.P. 1250. One dynamo Fairbanks Morse, No. 1386 K-K.W. 60-A.M.P. 110-Volts 525 R.M.P. 925. Address, S. M. Isbell & Co., Jackson, Mich.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen— Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator

State.....

bus.

SEEDS FOR SALE.

CLOVER, ALSYKE SEED for sale. Address Walter G. Trumpler, Tiffin, O.

TIMOTHY and Clover for sale. Get samples and prices. All kinds of field seeds. Weber Seed Co., Box 25 Peoria, Ill.

MILLET, CANE SEED, Kaffir Corn, Alfalfa and all kinds of Grass Seeds for sale. Address J. G. Peppard, Kansas City, Missouri.

HIGH GRADES RED CLOVER and Alfalfa for sale. Write for samples and prices. Wm. G. Scarlett & Co., Baltimore, Md.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEED CORN \$1.60. Oats 50c. Clover Seed. Standard varieties. Recleaned. Satisfaction. Our seeds grow. We grow our seeds. Wile Seed Co., Colfax, Ind.

SEED BARLEY AND SEED OATS raised on Mississippi Bluffs, clean, heavy and bright. Write us for samples and prices. R. E. Jones, Co., Wabasha, Minn.

ALFALFA, millet, cane seed, kaffir corn, popcorn, and other Kansas Grown Seeds for sale. Write for samples and prices. Barteldes Seed Co., Lawrence, Kan.

WESTERN HEADQUARTERS for Western grown Alfalfa, clover, timothy, millet, sorghum and Kaffir corn. Write for prices to Missouri Seed Co., Kansas City, Mo.

IOWA GROWN Timothy seed and limited quantity Fancy Red Clover seed. Bargains in Amber Cane and Kaffir Corn. Millets wanted. Write us now. M. Young & Co., Winterset, Iowa.

PURE BRED SEED CORN limited quantity of very choice improved Leamington. Prospective buyers will find it to their advantage to write at once to J. H. Coolidge, Galesburg, Ill.

FOR SALE. Four cars pure Red Top or Sumach Cane Seed, recleaned, bulk, or sacked in new 10 oz. bags. Ready to ship Santa Fe or Mo. P. No scarcity of cars. The L. C. Adam Mer. Co., Cedar Vale, Kans.

CLOVER SEED—New crop Iowa grown, tested and recleaned: Medium, Red Mammoth and Alsike clover, also alfalfa, timothy, blue grass, etc. Write for prices and catalog. Iowa Seed Co., Des Moines, Iowa.

SEEDS.

Buy or Sell.

Clover Timothy, Millet and Blue Grass.

B. F. Adams,

Seed Merchant, Peoria, Ill.

CLOVER We want your Medium, Mammoth and Alsike Clover also Buckwheat and other Field Seeds. Send samples, State amount and price. We will wire acceptance.

THE ADAMS SEED CO.,

Successors to N. H. ADAMS & SON, DECORAH, IOWA

SEEDS FOR SALE.

MEDIUM CLOVER—We have it! Our prices are right. Ask for samples. Grown in Northern Indiana only. Also Mammoth and Alsike. Get our prices before you buy. Don't forget it! O. O. Gandy & Co., South Whitley, Indiana.

REDDTOP-TIMOTHY.

A postal will bring samples, prices, etc. We are largest cleaners, and handlers of seeds in Southern Ill. All seeds bought direct from farmers and offered you in car lots or less.

SCHULTZ SEED CO., Olney, Ill.

SEEDS—We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICKEN FEED GRAIN, ETC. WRITE US. DO IT NOW. Sample envelopes for the asking. The ILLINOIS SEED CO., CHICAGO.

THE BEST PLACE TO BUY

The Best Place to Sell

Headquarters for

Red, White, Alsike and Alfalfa Clover, Timothy Seed, etc. Mail us your orders and get bargains. Rosenberg & Lieberman, Milwaukee, Wis.

SILVER MINE SEEDS OATS.

A standard variety, stiff, straw productive, plump white berry. Grown from treated seed, recleaned. Price 50c per bu. for 10 bu. or more, in burlap bags, f. o. b. this station. Sample free. R. J. McKeighan & Son, Seed Growers, Yates City, Ill.

ALFALFA—We have several cars of the very best seed obtainable. Write for prices. Ask for circular A-1, which gives full instructions for growing. We'll give you one or sell any number for 5c each. J. E. Wing & Bros., Box 2, Mechanicsburg, O. Branch office Box A-1, Eutaw, Alabama.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

MAMMOTH CLOVER, Timothy, Cane Seed, German, Siberian, Early Fortune and Broom Corn Millets. Send samples to J. G. Peppard, Kansas City, Mo.

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

CLOVER TAILINGS WANTED. We can use some clover tailings, either Little Red or Mammoth. Please submit samples and prices. Kerr Bros., Bellefontaine, O.

THE OHIO SEED COMPANY

TOLEDO, OHIO

Clover, Timothy and all kinds of Field Seeds

Ask for or send samples and we will quote prices.

Correspondence and Consignments Solicited.
SPOT AND FUTURES.

Do You Use Bags?

Of course you do.

Then why not get the best bags for the same money you are now paying and get plenty of advertising out of them! You can get it by using good bags.



BAGS

Here is a bag that exceeds any other in the market for strength and material, one that will show your name longer and plainer than any other, and costs no more than the inferior grades.

Write for prices.

Milwaukee Bag Co., Milwaukee, Wis.

POPCORN WANTED.

POPCORN Wanted—Correspond with us. Bradshaw Co., New York, N. Y.

GRAIN FOR SALE.

KAFFIR CORN and chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

GRAIN WANTED.

J. L. Roach, Grain & Mill Broker, Memphis, Tenn., wants your account.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

HAY WANTED.

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Car Load Dealers, Baltimore, Md.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemon & Son, 465 Bourse Bldg., Philadelphia, Pa.

FERRETS FOR SALE.

FERRETS, fine working stock, prices low. C. & L. Phelps, Dept. Y, Nova, O.

MISCELLANEOUS.

ARMSBY CIPHER CODE WANTED. Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

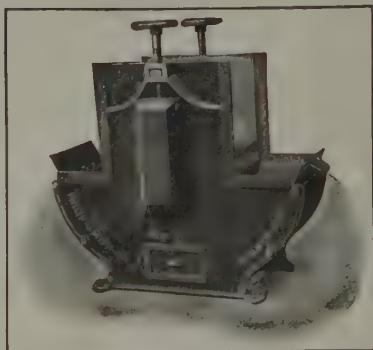
TWO good Oklahoma farms for sale. One of 240 acres, 3 miles from Perry the county seat of Noble Co.; good upland farm much better land than the average; good house and barn; 175 acres under cultivation, balance good pasture land; price \$40 per acre. Terms to suit purchaser. The other is a 200 acre farm; 1½ miles from good town on Frisco R. R. Also in Noble Co. 175 acres under cultivation, balance pasture, about 50 acres upland, balance nice good valley land and a good producer; all under fence but no other improvements. This is a dandy good farm. Price \$37½ per acre. Address the owner, E. J. Miller, Dealer in Grain, Coal & Cotton, Perry, Okla.

MISCELLANEOUS FOR SALE.

FOR SALE—Patent on my Combined Portable Ear Corn Dump and Elevator, can unload 40 to 50 bushels of ear corn from wagon and elevator into crib in 5 to 10 minutes, can be used in double cribs, can be run by hand or horse-power: Will sell part interest or all. Address J. Peter-son, Glen Rock, Nebraska.

Cast Iron and Wood ELEVATOR BOOTS

OF DIFFERENT
DESCRIPTIONS

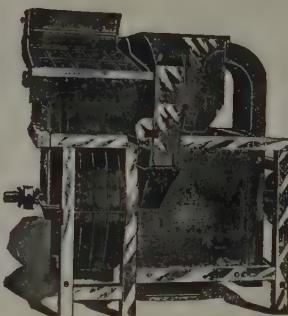


MACHINERY AND SUPPLIES
OF ALL KIND

WRITE US FOR PRICES

THE PHILIP SMITH CO.
SIDNEY, OHIO

INVINCIBLE OAT CLIPPER



This is the way it earns
money for you.

1. Less power used.
2. Capacity greatest for power and space used.
3. Life of machine longer.
4. Less attention needed.
5. Better quality of work done.

*It excels all on
these points.*

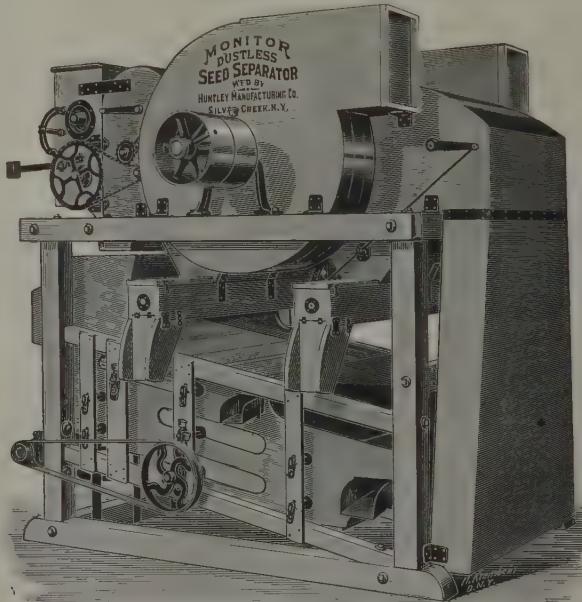
This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

Invincible Grain Cleaner Co.
Silver Creek, N. Y.

REPRESENTED BY

W. J. Scott, 406 Traders Bld., Chicago, Ill. Phone Harrison 2200.
Edward A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
C. L. Hogle, 5239 E. Washington St., Indianapolis, Ind.

N. W. REPRESENTATIVES
Strong-Scott Mfg. Co., Minneapolis, Minn.



The Monitor Seed Cleaner

Shown Here—Is Guaranteed to
Do More Work—Better Work—
Make Cleaner Separations and
Give Better General Satisfaction
than any other machine for the
purpose ever offered.

WRITE US ABOUT THIS
GUARANTEE AS WELL AS
SENDING FOR CATALOGUE

BRANCH OFFICES

302 Traders Building, Chicago, Ill., F. M. Smith, Agt.
316-318 4th Avenue, So. Minneapolis, Minn., A. F. Shuler, Agt.
121 Front Street, New York, N. Y., W. K. Miller, Agent.
Mississippi and 17th Sts., San Francisco, Cal.,
Berger-Carter Co., Pacific Coast Agents
10 Board of Trade, Kansas City, Mo., H. C. Draver, Southwestern Agent.
S. J. McTiernan, St. Louis, Agent, Terminal Hotel.

HUNTER MFG. CO.
Silver Creek, NEW YORK



COLD MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

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10th and 25th of Each Month
by the

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CHARLES S. CLARK,
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your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium
for reaching the grain dealers and elevator
men of the country is unquestioned.
The character and number of advertisements
in its columns tell of its worth. If you would
be classed with the leading firms, place your
announcements in the leading Journal.

Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., MARCH 10, 1907.

GALVESTON is the seventh market to adopt the uniform rules for grading grain and will put them into effect June 1. Let the good work go on.

LOOSE elevator bucket caused choke-up in an Ohio elevator, which resulted in its destruction by fire. It pays to keep elevator in prime working order.

TAXING exchange transactions will be required by Minnesota law if the Attorney General of that state has his way, but so far his spiteful whim seems to have won no supporters.

THE CORN EXPOSITION at Chicago next fall may designate Oct. 17 as the Grain Dealers National Ass'n Day if the Ass'n decides to take advantage of the low fares to the show for its annual meeting.

NEBRASKA has at least one long-haired senator who wastes his strength in seeking impractical things. His latest is a bill requiring grain buyers to report daily to the state labor commissioner price paid for each kind of grain.

SO LONG as grain shippers will stand for a deduction of $\frac{1}{2}$ of 1 per cent from their shortage claims the railroads will help themselves to this "natural shrinkage," and the longer it is tolerated the more difficult will it be to stop the steal.

MISSOURI'S new gang of politicians have not yet succeeded in separating Chief Grain Inspector Tedford from his job and if the grain trade has its say in the matter he will be retained and given full authority to employ assistants on merit.

GREEN BUG has done so much damage to Texas wheat fields that the Grain Dealers Ass'n is imploring the state legislature to appropriate \$20,000 to investigate its ravages with a view to learning some means to check its disastrous depredations.

DEFACING Bs/L with rubber stamp declaring "Bank will not be responsible for quality, condition or quantity of goods covered by B/L," is a practice of certain banks that shud be frowned upon by the trade. The bank paying draft has no right to mutilate the collateral.

DOCKAGE at East St. Louis has received another blow in the form of a resolution by the grain committee of the Merchants' Exchange asking that all dockage be discontinued. This little extortion can not be justified or excused and should be stopped in every market.

SAFES in the offices of country elevators are attracting the attention of cracksmen who generally destroy the safe, some records and get little of value for their pains. A good safe will protect records from fire, but seldom from burglars, unless large alarm gongs are also provided.

IOWA terminals may soon have official state grain inspectors if Senator Sanders bill becomes a law. However, it will not be forced upon the trade but be granted by the Railroad Com'isn, upon petition of two or more elevator owners doing business at the terminal involved. A very reasonable bill but hardly needed.

MILWAUKEE Chamber of Commerce will not establish an official sampling bureau because the different interests could not agree upon a plan of operation, hence each receiver will do his own sampling as heretofore. All members seem to recognize fully the advantage of having samples drawn by disinterested officials of the Exchange, but many refuse to join the move for the benefit of the entire market.

OAT CROP of Iowa will show a remarkable improvement this year if the campaign of education being conducted by the Iowa State Agri. College and the Iowa Grain Dealers Ass'n bears as good fruit as the work for intelligent seed selection and cultivation of corn. The dealers of every state can promote their own interest and help the growers by schooling them in the selection of choice heavy seed. The most effective way yet adopted by grain dealers to interest farmers in this subject is thru the medium of seed scoring contests and seed exhibition contests.

FOUNDATION of elevator must be very heavy, strong and dependable, else elevator and contents are likely to be dumped in a heap, as was done at Herreid, S. D., recently. The well constructed elevator is always the cheapest in the long run. Cheap, flimsy structures are never desirable or economical.

THE 59th Congress is no more and Representative Macon's bill making the interstate buying and selling of futures unlawful is dead. In justice to his constituents Mr. Macon should study legitimate business during his recess and be prepared to introduce a bill at the next session which will stop bucket shop betting without interfering with business.

SAWDUST cuspidor in office of an Indiana elevator started fire which burned big hole in floor last week, but elevator was saved. Sand or ashes in an iron receptacle will materially reduce the fire hazard and may prevent the destruction of your plant and the suspension of your business. The expense is too small to be considered. Put it in now. It will be too late after your plant is in ashes.

SHOULD Missouri insist upon forcing political weighmen upon the trade, the grain exchanges of St. Louis and Kansas City will be expected to take the matter into the courts and prove the state has no just excuse or right to force the services of its political henchmen upon the trade either as inspectors or weighmen. The grain trade of these important terminals must not be sacrificed to the politicians.

RAILROADS have ignored the rights and interests of the people so long and resented so bitterly every attempt at legislative regulation it is but natural laws providing for reductions in passenger fares and freight rates should be enacted by every state legislature just as is being done. Any attempt on the part of the railroads to avenge what they consider wrong legislation will not have a tendency to endear them to the people or cause the legislatures to be more considerate of their interests.

ELEVATOR owners whose houses along the Illinois Central in Illinois have been full for many weeks without their being able to get cars needed to relieve the congestion have banded together to bring suit for damages due to loss of business, loss by decline in market and depreciation in quality of grain. It should be a comparatively easy matter for the elevators to prove a strong case which would insure a prompt decision in their favor. Unless many elevator men do sue for damages this year railroad officials will be justified in believing they have not suffered loss by reason of cars not having been furnished to them as asked.

NORTH DAKOTA legislature is credited with passing a bill last week fixing a specific tax on grain in store of $\frac{1}{2}$ cent on coarse grain, $\frac{3}{4}$ ct. on wheat and $\frac{1}{2}$ ct. on flax. This might obviate future disputes over the value of grain in store, but if the bill becomes a law it is likely to be declared unconstitutional on the ground that it provides for inequitable taxation. All other property would be taxed according to its real value each year, while grain in store would be taxed a fixed amount despite its varying value.

CIVIL SERVICE rules will apply to state employes of the Railroad and Warehouse Com'ns if bill introduced by Senator McKenzie in the Illinois Legislature becomes a law. With a strong civil service law on the statute books it will not be so easy for ward bosses to dictate who shall or shall not be grain inspectors. No grain inspection department can hope to give efficient service for long when the politicians are continually demanding the employment of friendly supporters. The department must be divorced from the politicians.

BUCKETSHOP keepers are receiving the usual attention from the state legislatures and before all have adjourned some states may be free from these iniquitous betting shops. Indiana's bill has passed both houses. Arkansas' legislature has three bills under consideration. A bill has passed the Kansas house outlawing such joints and the Missouri senate has passed a bill making it a felony to operate a bucketshop. With state legislatures earnestly striving to drive these sharpers out of their districts a law will eventually be enacted which will accomplish the desired purpose. In Atlanta, Ga., bucketshop keeper has been fined \$1.00; in Winnipeg one has been placed in durance vile and in Minneapolis one has been enjoined from using Chamber of Commerce quotations.

UNLOADING a car of grain should always constitute acceptance except where it is found to have been plugged. Unmistakable evidence of car having been plugged should warrant cancellation of sale at any time it is discovered. There is some prospect that the Duluth Board of Trade will go further than this and amend its rules this week so that should purchaser in the process of unloading find any portion of car to be of quality inferior to that of sample upon which grain was sold, he shall accept the portion of the grain unloaded and leave the balance in the car subject to the order of the seller. Such a rule will often work great injustice to the seller as buyer or railroad may have delayed unloading of grain until it deteriorated. In such cases seller is blameless for condition of grain and can not in fairness be asked to make the depreciation good. If seller guarantees quality for twenty-four hours that is all that can be fairly expected of him.

MANY buyers and some sellers of grain in central markets have been imposed upon by cheats, who for a small consideration did not hesitate to pose as the official "Weighmaster" or "Inspector" of the market. During recent years Buffalo and Cleveland have suffered more from these impostors than other markets principally because the shippers to and buyers from these markets did not examine closely the certificates sent them. Likewise Minnesota terminals seem to have suffered for a bill has been introduced by Senator Thorpe which prohibits "Any person who is not connected with the State Weighing Dept. from using the term 'Weighmaster,' 'State Weighmaster,' or any other term likely to mislead the public or any person interested, when issuing receipts or certificates purporting to show the weight of grain, hay or straw." The bill is good so far as it goes but should be extended to include inspectors and then be adopted by every state so as to prevent the substitution of private service for that of the official servants of the organized markets.

DEMURRAGE LAWS MAY HELP SCOOPERS.

Grain shippers in all sections of the country have suffered untold losses during the last few months by reason of railroads failing to furnish cars needed and asked for, and even now there seems to be little prospect for relief in sight. Hence it is but natural every state legislature now in session shud be called upon to enact laws intended to insure shippers being furnished cars when needed.

Grain shippers are interested in the Reciprocal Demurrage law agitation only to this extent. They must have cars. Their business interests dictate that they favor the assessment of heavy demurrage charges upon all shippers who delay cars an unreasonable time in loading. The grain shipper who has proper facilities for handling grain does not need much time for loading if cars are in proper condition to receive grain when placed at elevator, but the delay of cars by others prevents his getting any when needed. It makes no difference to the elevator man if it rains, snows, sleets or is bitter cold he loads just as quickly as in pleasant weather, hence any law which gives shippers more free time for loading on account of "inclement weather or influences beyond his control" is quite sure to work to the advantage of the grain scooper, who can get no grain to load when the weather prevents farmers coming to market.

The enactment of the demurrage bill introduced in the United States Senate by Senator Culbertson of Texas would have done more to alleviate the car famine than all the state demurrage bills now pending as most of the grain shipments are interstate, but no doubt state laws

will do some good and surely can do no harm. However, it behooves grain elevator men to oppose any legislation which will promote or foster the grain scoopers business. He is entitled to receive no cars until the elevator operator's needs have been supplied.

SELLING GRAIN UPON WHICH THERE IS A MORTGAGE OR LIEN MADE A FELONY.

From the beginning of the grain buying business at country stations the landlords seem to have dictated legislation to the great disadvantage and discomfiture of the country grain buyers. During the many years the country elevator men (scoopers escape all such liabilities) have been required to help the landlords of their districts to collect rents, few dealers have been willing to spend any time or money in an effort to have the laws changed. In some sections landlords have gone so far as virtually to make grain buyers guarantee the payments of rent by tenants from whom they bot grain.

Everyone identified with the trade has long recognized the rank injustice of the disagreeable duties forced upon the grain buyers by the landlord's law, but for lack of an earnest, persistent leader, no organized fight has been made on the law. Buyers are not opposed to giving landlords a reasonable amount of help in preventing dishonest tenants escaping payment of their just debts, but object to being the only one to suffer by landlord's dereliction and tenants' fraudulent sale of grain to which he has not a clear title. Many times a landlord has permitted tenant to sell grain against which he held a lien and to leave country before even warning the grain buyer, and then thru the medium of an unjust law has forced the buyer to pay for the grain a second time. Laws which aid such rank imposition could readily be repealed if grain buyers would work together.

In Indiana the dealers have harmoniously co-operated and secured the enactment of a new law which makes the selling of grain and other farm products upon which there is a chattel mortgage or landlord's lien a felony. It is as follows:

Section 1. Be it enacted by the General Assembly of the State of Indiana, That whoever unlawfully sells or disposes of any grain or other farm products upon which there is a chattel mortgage or landlord's lien, without giving notice, in writing, to the purchaser that such lien exists thereon, or whoever before or after maturity of any crop sells or agrees to deliver to any person, firm or corporation any grain or other farm products, and receives an advancement from such person, firm or corporation, in money or other thing of value, on account of such sale, and after the maturity of such grain or other farm products sells and delivers such grain or other farm products to any person, firm or corporation, other than such purchaser, without first refunding the advancement so received thereon, shall be deemed guilty of a felony, and upon conviction thereof shall be imprisoned in the state's prison not less than one year nor more than three years, or fined in any sum not exceeding one hundred dollars (\$100.00) or both.

What the Indiana dealers have accomplished, the buyers of other states should easily emulate, for by their work they have pointed out the way to relief from their unpleasant duties as Bad Debt Collectors to the landlords.

Shippers' Views on Reciprocal Demurrage.

In Illinois, Missouri, Kansas, Iowa, Nebraska, Michigan, Wisconsin, Minnesota, the Dakotas and Colorado reciprocal demurrage legislation is pending. Many of the bills which have been introduced in the state legislatures to meet the deplorable car situation are crudely drawn and fail to protect the regular dealer. Criticism by shippers as taken from late letters follows:

DISCRIMINATION IS UNFAIR.

Grain Dealers Journal: We favor reciprocal demurrage. Discrimination is always unfair. Car service is very unsatisfactory all thru this territory.—Farmers Produce Co., Chippewa Falls, Wis.

CAR SITUATION NEVER WORSE.

Grain Dealers Journal: I think demurrage should be reciprocal. We had car billed out on Feb. 25, and it stood on the side track until Mar. 2. The car situation never was any worse.—Hopkins & Co., Chatsworth, Ia.

RULES SHOULD WORK BOTH WAYS.

Grain Dealers Journal: We have had very little trouble here getting cars; but have had a small crop to handle.

Car service rules should be made to work both ways, but do not think we will get reciprocal demurrage legislation this winter to help us any.—E. T. Crum, Hoxie, Kan.

RECIPROCAL DEMURRAGE A GOOD THING.

Grain Dealers Journal: I certainly think reciprocal demurrage would be a good thing, as we are limited in loading and unloading, and the cars will lay on the side track loaded for a week, and, at a big loss sometimes for the shipper, by not being taken out.—C. W. Carroll, Blandinsville, Ill.

RECIPROCAL DEMURRAGE BILL DEAD.

Grain Dealers Journal: We are informed that the reciprocal demurrage bill is practically dead. It seems as the shippers were unable to arouse sufficient interest among members of the legislature. The car situation is not better than for three months past.—Halstead Milling & Elevator Co., Halstead, Kan.

IN FAVOR OF DEMURRAGE BILL.

Grain Dealers Journal: We are heartily in favor of the reciprocal demurrage bill now before our state legislature. We circulated a petition to our representative encouraging the enactment of the measure and secured 150 names in 3 hours.

We are now getting on an average 3 cars in 10 days for the three elevators at this place.—S. M. Rose, Cissna Park, Ill.

NEED LAW TO CHANGE CONDITIONS.

Grain Dealers Journal: The car shortage is the worst we ever have experienced and where the trouble lies we are unable to say. We can not understand how in one year such a boom in railroad business came about, without the millers and grain men having at least a slight touch of such a contagious disease. The reciprocal demurrage bill we feel will not pass, tho we need something to change present conditions.—Geo. H. Ledbetter, Clarkfield, Minn.

DEMURRAGE SHOULD BE RECIPROCAL.

Grain Dealers Journal: There should be a reciprocal demurrage law. We have been at great loss by not having cars when ordered to ship corn. We had some 10,000 bus. on ground, damaged considerably by the rain, while laying so long. The car situation is easing up some now.—J. N. Shaw, Galesburg, Kan.

SCOOPER SHOULD NOT HAVE LONGER TIME.

Grain Dealers Journal: The grain scooper should not have any longer time to load than at present, and should pay demurrage when the time is up, no matter what the weather is.

I did not have cars all season to ship out. One time I ordered 10 cars and got three in 2 weeks; and at the end of the 2 weeks I wanted still more than 10. It seems I have to fight for cars all the time or I don't get them.—F. N. Theisen, Artesian, S. D.

TEAMS SLOW—ELEVATOR FAST LOADING.

Grain Dealers Journal: We are in position to feel the effects of the elevator loading compared with the loading from teams. Our competitor requires 2 to 4 days to load a car, while we can load 60,000 bus. in one hour, rain or dry. While cars are hard to get the company will not give us any.

When we do not load out cars furnished we think we should pay for delay, and that we should be paid for delay in filling orders for cars.—Protzman & Son, Hillsdale, Kan.

SCOOPER SHOULD HAVE NO MORE TIME THAN ELEVATOR.

Grain Dealers Journal: It is not right for grain scoopers to get any more time in loading cars than elevator men, and I think the legislators of our state will not give them more time.

Railroads should furnish us cars when we wanted them or pay us demurrage the same as we pay them; turn about is fair play.

I have had hay to ship since last fall and could not get cars, which made me a big loss. We have been better supplied with cars than some other roads, but have had the elevator full all the time. I have 4 cars of shelled corn in the elevator now waiting for cars 2 days. It has been that way all winter. The government must own the railroads if the situation continues this way.—Geo. Messelheiser, Alexander, Ia.

SCOOPERS BENEFIT BY BAD LAW.

Grain Dealers Journal: We are not favorable to any legislation that puts a premium on the scoopers in the grain business. The scoopers in this section claim the right to pay $\frac{1}{2}$ cent above the elevator prices. This is given to the farmer to pay him for shoveling his grain. This is not a very satisfactory plan, but it is the one that obtains.

Any law that enlarges the scoopers' privileges in the way of return of demurrages account of bad weather is exceedingly detrimental to those having elevators. It would simply put the man with his costly equipment on a par with the man who owned nothing but a scoop shovel. This law is not for the best interest to the grain trade, and the farmer is interested in the stability of the concerns who handle his crops.

If this becomes a law it will fill the country with irresponsible and adventurous dealers.—G. A. Chamblin & Co., Moran, Kan.

Barley in Unprecedented Demand

Not in a lifetime has the situation in barley been as strong as in the spring of 1907. Prices on this crop have advanced 10 to 15 cents a bushel and the demand continues urgent and unsatisfied.

A short crop and an increased demand from oats shippers and maltsters is responsible for the high prices.—Julian Kuné.

There has been a tremendous advance because most of the maltsters are short and the crop is shorter than the government estimated.—Oscar Ruh, of Albert Schwill & Co.

The most important thing to be said of the barley market is that all grades are bringing unprecedented prices.—Frank E. Gulick, manager receiving department, ReQua Bros.

On account of the prevailing high price of barley there will be more acres sown to this grain the coming season than last year. About 10 per cent of last year's crop remains in farmers' hands.—H. Servaes, agent Northern Grain Co., Belgium, Wis.

A general bullish feeling predominates in Milwaukee on barley. The enormous demand for shippers, brewers and maltsters and the limited supply has caused it to sell about 15 cents higher than usual and many Chamber of Commerce members freely predict 75-cent barley.

There has been an enormous demand for malt, which has continued throughout the season and still exists. There seems to have been some mistake on the part of the government in estimating the crop. We have not received as much barley at Chicago market as last season up to this time. There seems to be a large unsatisfied demand for malt, which if it continues will be a source of strength to present prices and perhaps maintain them. It would seem that with present prices farmers would find barley a better paying crop. From all indications the present value will be held into next season.—John Carden, American Malting Co.

It is a case of continued small receipts, with an active demand for malt, under which the consumer simply had to pay up to get the desired quantity. In one respect the situation is similar to the advance in oats, the government report having left the trade with the impression that the crop was larger than it turned out to be when harvested. The splendid demand for malt is the result of good times, the beer consumption in the country at large showing a steady increase. Denatured alcohol manufacture, without doubt, has also increased the demand for malt for that purpose.—E. Gerstenberg of Gerstenberg & Co.

The present condition of the market is due to buying by maltsters who went out early in the season and made yearly contracts and now are covering their short sales of malt. A whole lot of barley must be back in the country. In my opinion there will be enough to go round. If it were not for the car shortage barley receipts would be much larger. Owing to the high price of oats inferior grades of barley are being mixed in to make the oats heavier. Owing to the passage of the denatured alcohol bill, 1,000,000,000 gallons of alcohol will be required to go round for fuel, light, heat and power. Alcohol can not be produced without at least 10 per cent of malt. To make sufficient alcohol the requirements in 3 years will grow to 250,000,000 bushels of corn.—P. H. Rice, Rice Malt & Grain Co.

Letters

From Dealers

(Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.)

A CORRECTION.

Grain Dealers Journal: In my letter published in the Journal Feb. 10 my claim for the proceeds of a car of stock was erroneously stated to be against the Cleveland Provision Co., whereas my claim is against the B. & O. R. R. Co.

The Cleveland Provision Co. always pays promptly and ought not to have been brot into the case.

The car of stock that went wrong was consigned to Samuel Franks, Cleveland, O., care of the Cleveland Provision Co., via B. & O. R. R., but the railroad company made a mistake, delivering the car to the Cleveland Union Stock Yards, which had it sold for the account of the railroad company, which received the proceeds. We wish to know how to proceed against the railroad company.—Samuel Franks, Millersburg, O.

RECEIVED FAIR TREATMENT.

Grain Dealers Journal: I have just read the article in your journal presented at the Indiana Grain Dealers Ass'n by E. W. Bassett, and it strikes me he has pretty nearly hit the nail on the head. We are all a little suspicious of one another and can see the moat in our brother's eye much easier than we can see the beam in our own, but I believe in many instances the country shipper is misjudged and accused of dishonesty when if the whole truth were known, circumstances by which they were judged were without any knowledge or that of doing anything wrong, as he can not always supervise the loading of every car of corn which is loaded from the elevator. We have no cause for complaint in most markets and I believe in speaking v. of the bridge that carries you safe over. We have shipped grain to nearly all eastern markets and as a rule we find the grading and weighing to be all right. We have had a little cause for complaint with one or two cars of corn in off grade at Buffalo. We have shipped Mr. Bassett over 100 cars of grain and everything has up to this date terminated in the most amicable and satisfactory manner.

I must say for the Inspection Department of Indianapolis that the grading in that market has been the most satisfactory of any markets to which we have shipped. I do not mean by this that our corn has always graded No. 2 or No. 3, but it has graded just what we expected it should grade.

We are also well pleased with grades and weights at Philadelphia and Buffalo, especially with the promptness in getting returns.

I appreciate the Grain Dealers Journal and would not want to get along without it. I have not mentioned anything about Chicago or Peoria firms as we have dealt with several at both cities and have found them all square and honorable men to do business with, and the inspection departments are apparently in

the hands of most honorable men.—Gridley Elevator Company, H. D. Benedict, Mgr., Gridley, Ill.

FAVORS UNIFORM GRADES.

Grain Dealers Journal: What is the matter with Buffalo? Our experience in shipping to Buffalo has been very unsatisfactory, out of 9 cars corn shipped there we have not had one car grade better than No. 4. Out of 30 cars shipped to Toledo, New York, Baltimore and Philadelphia we have had every car grade. These cars were all shipped within the last 40 days.

We have the finest corn we have ever raised in the Miami Valley and it should and does grade No. 3 in every market in the country but Buffalo. My advice to Buffalo is to adopt the uniform grading. Yours truly, C. N. Adlard, Piqua, O.

OFFICIAL SAMPLING AT MILWAUKEE KNOCKED OUT.

Grain Dealers Journal: The proposed amendment to the rules of the Milwaukee Chamber of Commerce establishing an "Official Sampling Bureau" which was recently rejected by the Board of Directors because no agreement could be reached is the indirect result of the many differences which have arisen between sellers and buyers of grain; differences which were the result of the initial sample not being a fair average of the load.

Many cases have been carried before the Board of Arbitration for settlement, and for some time past it has been evident that a change from the present methods of sampling should be effected.

That the action of the directors in not giving more consideration to the amendment does not meet with approval of members is quite apparent, and the opinion seems to be that inasmuch as no action was taken at the present time this issue will come up again.

The amendment was quite lengthy, but was drawn with much care so as to forecast with as much certainty as possible the probable workings of the Bureau and with a view to being satisfactory to all concerned.

The part on which the directors could not agree was in Section 11, which provided: "The buyer may have any cars officially resampled by the Grain Inspector by giving notice to the seller and to the Grain Inspector within twenty-four hours of the time of sale that such resampling is desired. If no such notice is given within twenty-four hours of the time of sale the sale shall stand."

This was the stumbling block to many, for it would cut out one of the rights of the buyer, as no limit is now in effect. A number of buyers were on the committees which considered the amendment and naturally they may not have felt like conceding this point. The amendment was passed along from one committee to another until reaching the directors, who simply laid it on the shelf.

There is no question but some action should be taken, as conditions seem to warrant it. The existing rule has undoubtedly become too antiquated for present use, and there is no alternative but to provide a better one.

Would it not be better to have a number of disinterested officials sample all cars arriving to be sold on the market? This would not cast any reflection upon the present methods of sale; but no partiality would be shown, for all cars would be sampled alike without regard to whom consigned and one firm would not receive

a better sample than its competitor. As this would be the samplers' only duty, they would in a short time become expert at the work. In many cases where a country shipper has shipped two cars of grain at the same time from the same bin, to different commission merchants, one receiver's sampler did not secure as good a sample as the other, with the natural result of a lower price for one than the other.

The country elevator man is entitled to consideration in the framing of rules on grain exchanges and if any changes are to be made they should be in the nature of a trend toward the betterment of conditions under which he ships. For is it not the interior dealer who makes the market by shipping his grain or selling to track buyers?—Fair Play.

IOWA BILL TO REGULATE FURNISHING OF CARS.

Grain Dealers Journal: Herewith is a bill "For an act to regulate the furnishing of cars," which has been prepared by the Legislative Committee of the Iowa Grain Dealers Assn. with the assistance of our attorney, Mr. H. H. Stipp, who has set every possible substantial benefit that can be legally obtained under state law as applying to interstate shipments of grain within constitutional rights and without interference with interstate law, which bill has been introduced in the legislature and referred to the Railroad Committee of the House:

A BILL.

For An Act to Regulate the Furnishing of Cars by Railroad Corporations to Shippers in Certain Cases.

Be it enacted by the General Assembly of Iowa:

Section 1. Every railroad corporation shall, within a reasonable time after receiving a written order for a car or cars, as in this act provided, furnish suitable cars for the transportation of any and all kinds of freight to and from any person who gives such written order therefor to the station agent or agent whose duty it is to accept or solicit shipments of freight, for such railroad corporation.

Sec. 2. The term "reasonable time" as used herein shall be construed as follows: When not more than two cars are ordered, five days; when more than two, but not more than five cars are ordered, ten days; when more than five, but not more than ten cars are ordered, fifteen days; when more than ten, but not more than fifteen cars are ordered, thirty days; when more than fifteen, but not more than twenty-five cars are ordered, forty days.

Sec. 3. The written order provided for in this act shall state the number and kind of cars wanted, the commodity to be shipped therein, and its destination; if a car or cars be wanted on a certain date or dates, the date or dates shall be specified in the order. At the time of giving the written order for a car or cars the shipper shall deposit with the railroad corporation five dollars for each car ordered, a receipt shall be given to the shipper for such deposit, and when the bill of lading is issued the agent of the railroad corporation who issues the bill of lading shall return to the shipper the five dollars per car so deposited, and the shipper shall surrender the receipt which has been given to him therefor. If a car or cars are ordered and are furnished by the railroad corporation within the time herein specified, but are not loaded by the shipper who gave the order, then in such case the five dollars per car which has been deposited with the railroad corporation shall be forfeited to such railroad corporation; but if such shipper be prevented from loading such car or cars by circumstances beyond his control, and if those circumstances could not have been foreseen and their result avoided by the exercise of reasonable foresight, care and diligence on the part of such shipper, then in such case the five dollars so deposited shall not be forfeited.

Sec. 4. When such order specified a certain future day when such car or cars are required to be delivered, the time between the giving of such order and the certain future day being not less than the time specified in this act for the delivery of the number of cars ordered, the railroad

corporation shall deliver the number of cars required by the order on the date specified therein. All cars ordered to be delivered on the same day, or which under the provisions of this act are due to be delivered on the same day, at the same station by one shipper shall constitute one order. Time as specified in this act shall be computed from seven o'clock a. m. of the next day after such order has been given to such railroad corporation. In computing the time under this act Sundays and legal holidays shall be excluded.

Sec. 5. When cars are delivered by a railroad corporation in response to the written order of a shipper as provided in this act but at a date later than is required by this act, if in such case cars are delivered to the shipper in greater number than he has capacity to load within forty-eight hours, such shipper shall be entitled to a loading time of forty-eight hours for every four cars or fraction thereof so delivered, and time shall be computed from seven o'clock a. m. of the next day after such cars are delivered.

Sec. 6. If any such railroad corporation shall fail to furnish cars as provided in this act, it shall pay to the person or persons who made an order therefore as provided in this act, all damages which have been sustained by such person or persons by reason of the failure of such railroad corporation to furnish cars; but such railroad corporation shall not be liable for any failure to furnish cars as provided in this act when such failure is caused by circumstances beyond the control of such railroad corporation and if those circumstances could not have been foreseen and their result avoided by the exercise of reasonable foresight, care and diligence on the part of such railroad corporation. The burden of proof that such failure was caused by circumstances beyond the control of the railroad corporation, and that those circumstances could not have been foreseen and their result avoided by the exercise of reasonable foresight, care and diligence on the part of the railroad corporation, shall be upon such railroad corporation.

Sec. 7. When suit is brought to collect any damages provided for in this act, such suit may be brought in any court of this state having jurisdiction of the subject matter and parties to the cause, and if the plaintiff in such cause recover judgment, such plaintiff shall also recover a reasonable attorney's fee, to be taxed and paid as other costs in such cause.

Sec. 8. The rights given by this act shall not supersede or displace any rights or remedies now existing, but shall be cumulative and in addition to existing rights and remedies.

Regarding Reciprocal Demurrage Bill, House File No. 180, that is also now in the hands of the Railroad Committee, our attorney found this Bill to be defective in form and constitutionality and that it would not be of material benefit to the grain trade of this state for the following reasons:

1. The idea of reciprocal demurrage is considered as unconstitutional by the United States Supreme Court in the case of the Texas law, to-wit: Penalty for not furnishing cars is construed as a payment of damage and the law will not recognize a claim for damage unless such damage is shown.

If the furnishing of a car was delayed by the railroad company, but the grain thus shipped being a consignment and bore a higher price on an advancing market because of the delay, there would be no damage and the courts would not uphold the reciprocal demurrage law in such a case, and being void in this particular would invalidate the whole law as relating to reciprocal demurrage.

2. Interstate Commissioner Clark advances the idea that the state would have jurisdiction in the matter of furnishing cars for interstate shipment only so far as the exercise of the police powers of the state do not interfere with the interstate law.

3. State law would have no jurisdiction over the "Movement of cars" of interstate shipments, even within the state. However, we have included since the bill was made up, such a provision having reference to shipments of coal, providing

for the movement of cars at the rate of 60 miles per day, etc.

4. We have in fact set to amend section 2116 of the Iowa Code making the present law more specific as to the line of responsibility and to place the burden of proof upon the railroad company to show cause for failure to furnish cars as then, it would be a simple question for the court to decide as to whether the cause is sufficient or not. Yours truly, Geo. A. Wells, Sec'y, Des Moines, Ia.

CAR SHORTAGE TROUBLES.

Grain Dealers Journal: What if this car shortage were to continue for another year or two? It is putting a damper on all kinds of business. What inducement is there for our grain dealers to continue in the grain business if no cars can be obtained? What can be done for the loss the past year, which is great? A farmer might better turn his farm into pasture land and run a dairy, for it begins to look as if he will not be able to dispose of his grain.

Our elevator at this point is full and has been so the greater part of the time for the past two months and we are not contracting for or buying grain. We have refused about 25,000 bus. per month; in fact, we might as well be dead or asleep as far as business is concerned. Something must be done. There seems to be no good reason for this entire dearth of cars week in and week out. The cars must be at some terminal. Why doesn't some one make known what they are doing there?

There is some excuse for a little car shortage when cars are needed for coal and for the ice harvest, and for immigration as at the present time, which will last but a few days, but not all the time. Taking everything into consideration it looks as if the railroads did not want to do business, even placing empties, when they are sent, where they are difficult to load and leaving them standing for days after loading.

Then there is tipping. I would like to see every state legislature enact laws prohibiting tipping.

The car shortage is detrimental to the grain dealer financially not only in the carrying of heavier insurance on the filled house and in the shrinkage but in the business turned away.

I am no everlasting kicker, but, brother grain dealers, do not quit in despair but stick up for what is rightly ours.—Mason J. Wagey, Dorchester, Neb.

"GREEN BUG."

In His and the Bull's Honor this Circular Is Green—Not Red.



The "green bug" is reported to have just about ruined the wheat crop in Texas; is now running through the fields of Oklahoma, and liable to hop over the state line into Kansas. Bears of course say the bug stories are greatly exaggerated, but the bull was helped by them this week. The latter does not care what sort of a bug it is—green bug, gold bug, chinch bug, or bed bug, just so the market goes up.—Zahm's Green Letter.

Asked— Answered

Dealers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

FORM FOR CAR ORDER?

Grain Dealers Journal: Will the Journal please furnish a brief form that may be filed with the railroad agent when ordering cars?—Thos. O'Shea, Madison, Neb.

Ans.: The essentials in an order for cars are covered by the following: "Please set out on track at my elevator on Mar. 20, 1907, one box car of 60,000 lbs. capacity to be loaded with corn for Chicago." Shipper should keep a carbon copy of the order. In some states having reciprocal demurrage laws it is well to have witnesses when the application is handed to the agent with part of freight money in advance (Kansas). The order should be dated, addressed to the company's agent and signed by shipper.

LEGAL WEIGHT OF EAR CORN?

Grain Dealers Journal: Will the Journal please give the states that take 70 lbs. for a bushel of corn.—J. W. McCauley, Indianapolis, Ind.

Ans.: The legal weight per bushel of ear corn, husked, is 70 lbs. in nearly all of the states establishing a legal weight. The states taking 70 lbs. are Alabama, Arkansas, Colorado, Georgia, Illinois, Iowa, Kansas, Michigan, Minnesota, Montana, Nebraska, North Dakota, Oklahoma, Rhode Island, South Dakota, Tennessee, Texas and Virginia.

The legal weight is 68 lbs. in Ohio and 72 in Mississippi.

Indiana and Kentucky change the weight according to the time of year. In Indiana the legal weight is 70 lbs. until Dec. 1 and 68 lbs. thereafter. In Kentucky the weight is 70 lbs. from Nov. 1 to May 1, and 68 lbs. from May 1 to Nov. 1.

The Scooper Should Be Outlawed.

"Scoop-shovelers" are still in the land, and what is more some are hired by members of recognized Exchanges. They never operate in the same place but are here to-day and there to-morrow. They have no money tied up in elevator property, pay no rent, don't contribute to the keeping up of a town, and yet are furnished cars by railroads into which they load the grain bought from farmers. The regular grain dealer is at his place of business the year round, takes the farmers' grain from the beginning of the season to the end regardless of the quality of the grain and market conditions, has several thousand dollars invested in elevator and residence property, and then occasionally is obliged to compete with one or more of these scoop-shovelers. *It isn't a square deal.*—From Zahm's Red Letter.

Refuse grain will be used in the distillation of denatured alcohol in a plant to be established at Fort William, Ont.

Durum wheat has become the chief dependence on 500,000 acres of land too dry for other crops.—James Wilson, secy. Dept. of Agri.

Wish to Tax Exchange Transactions.

Minnesota has at least two persons within its boundaries who fail to recognize the benefits to the entire people from the grain exchanges of Minneapolis and Duluth. The first knocker to air his views is no less a person than Attorney General Edward T. Young, who in his report to the Governor proved his ignorance of the work and functions of the grain exchange by writing the following:

Under the provisions of the present law (which is simply continuation of the old statutes on the subject) the grain trade of the state has, in my opinion, fallen into the hands of two close monopolies, one situated in Minneapolis and the other at Duluth. These institutions have the absolute control of the grain market of the state and they assume to have under the law the power to exclude from membership in their organizations anyone considered undesirable, and the person so excluded is absolutely barred from embarking in the grain trade by reason of its concentration within the organizations referred to. They also assume to have power to prescribe the commissions or rates of profit at which they and their associates shall do business, and to prohibit any member from doing business at a less rate than that prescribed. They also assume to prescribe the rates at which money shall be advanced by buyers to shippers, and, both as to such advances of money and rates of commission, all competition is absolutely prohibited under heavy penalties. I do not believe that it is a justifiable public policy to continue on the statute books laws which can in any way be construed to permit the formation or continuance of such associations. There undoubtedly should be central markets for great staples like grain and live stock, but the producers of the state are entitled to be protected against such monopolies as have been formed and assumed to find their justification under the laws referred to.

What has been said about the grain trade is equally true of the live stock business, and here again the producer is the one who must suffer from the lack of competition and the evil practices of the Exchange having control of the business, in fixing prices and commissions. I have a case pending, which will reach the Supreme Court at its next term, involving the validity of the rules of the Duluth Board of Trade, but this case cannot be determined before the next legislature adjourns, and the power of the legislature to remedy this evil is far more ample than that of the courts.

The cause of this tirade from the Attorney General is found in his failure to have the courts cancel the charter of the Duluth Board of Trade because it declined to admit to membership who ever applied. The Attorney General held that its action was in restraint of trade and failing to have his view supported by the courts he has asked legislative action.

The introduction in the house of H. F. 366 by Ambrose Tighe seems to have been dictated by the Attorney General, who is set on getting revenge. This bill is entitled "A bill for an act imposing a tax on sales, agreements of sales and agreements to sell, made at any exchange, board of trade or similar place in the state," and provides for a tax on contracts for either immediate or future delivery of 1 ct. on every \$100 involved. If the bill becomes a law it will be necessary to affix stamps to each contract or pay a fine of \$500 to \$1,000 for violation of the law.

The grain exchanges stand for fair and honorable dealing. They tolerate no other among their members in dealings between members or with non-members. The experienced shipper will entrust his grain to none but an exchange member in the organized markets, because he knows the exchange rules safeguard his interests. The proposed tax on exchange transactions would be paid by the producers and consumers, not by the commission merchants or traders. Nothing can be found

to justify such a law unless the Attorney General has a spite against his state and desires to drive its grain trade to other market centers.

Grain Elevator Fire Statistics.

The Millers National Insurance Co. has just issued a very interesting pamphlet giving statistics in regard to all flour mill and grain elevator losses sustained by it during the ten years, 1897-1906.

In commenting on the statistics Sec'y M. A. Reynolds writes: "It may safely be assumed that the period covered by this compilation is the most favorable that could be selected to make a good showing for the classes of risks treated, for at no time in the 30 years of the company's experience has the flour mill and elevator business been so free from experimental innovations and radical changes in methods and conditions, or on so sound a basis financially, or in stronger and more competent and experienced hands, than in the last 10 years.

"Flour Mill Mutuals are sometimes criticised because they have not been able to show the apparent phenomenal saving over stock companies' rates which certain manufacturing mutuals have been able to save their patrons through the installation of sprinklers and rigid requirements as to construction and maintenance; expensive to install, in the first instance, and a continual tax for maintenance and supervision, amounting, if charged to insurance cost, as it properly should be, to a respectable premium, independent of the rate paid.

"The answer to this criticism is the experience of the companies quoted; which was so disastrous after some years of experimenting that they finally abandoned the attempt to make the writing of flour mills and elevators a profitable venture, and now declare that it is a physical impossibility to bring this class of property to the standards required to admit of their writing them, due to the peculiar hazards incident to the business, entirely independent of the moral hazard, which is certainly as good as in any business on earth."

In writing of the elevator fires Sec'y Reynolds says, "Forty-six per cent of all the losses are total, over 60% of them occur in the night, and 40% are from causes unknown.

"Of the total losses, 75% are night fires and 55% of these are "unknown."

"Five per cent of all the losses are charged to incendiaries, and of the 'total losses' nearly one in ten is charged to this cause.

"Of the 'partial losses,' 50% occur at night and 25% are from 'unknown cause.'

"On the same basis used for flour mills, 15% of the known causes of the fire are due to causes incident to the business, and if we include the unknown cause fires the per cent is 55. If we charge but one-half the unknown cause, the per cent is 35.

"Lightning seems to have a particular affinity for the elevator, as one loss in five is due to that cause, but fortunately but 15% of them prove to be total losses.

"Next in importance is 'exposure fires' and 'sparks from locomotives,' the two being 15% of the whole."

The statistics relating to grain elevator fires are particularly interesting to the elevator man who studies how to reduce the fire hazards of his plant, and a careful perusal of the following facts will surely help all such to reduce the probability of their plants being burned and their business suspended:

Grain Elevator Losses.

164	Losses with total destruction	46%
186	Losses with partial destruction	54%

350 100%

KIND OF POWER USED.		
1	Power transmitted from mill	.29
1	No power given	.29
1	Used water power	.29
1	Used electric power	.29
1	Used gas and steam power	.29
35	Used horse power	10.00
146	Used steam power	41.71
164	Used gas power	46.84

350 100%

TIME OF DAY WHEN FIRES OCCURRED.		
37	No hour given	10.57
98	Daylight fires	28.00
215	Night fires	61.43

350 100%

Note.—"Daylight fires" are those occurring between 6 a. m. and 6 p. m., and "night fires" those occurring after 6 p. m. and before 6 a. m.		
In all cases opposite "no hour given" it is to be understood that the losses were insignificant and settled by mail, no hour being given in the proofs of loss.		

CAUSE OF FIRES.

137	Unknown	39.13
72	Lighting	20.56
31	Exposure	8.85
21	Sparks from locomotive	6.00
17	Incendiary	4.83
12	Overheated stove	3.43
10	Hot box	2.86
7	Friction in elevator head or boot	2.00
6	Friction	1.70
5	Sparks from stack	1.42
4	Stack burning out	1.33
3	Spontaneous combustion	1.13
3	Explosion of gasoline	.88
2	Overheated stack	.88
2	Tramps smoking or building fires	.57
2	Smoking	.57
2	Railroad wreck near elevator	.57
2	Overheated exhaust pipe gas engine	.57
1	Corn cleaner	.29
1	Defective boiler setting	.29
1	Sparks from col. pit	.29
1	Leaking gasoline	.29
1	Hot cinders	.29
1	Defective chimney	.29
1	Explosion of dust	.29
1	Defective electric wiring	.29
1	Overheated pipes in grain dryer	.29
1	Tinners' fire pot	.29

350 100%

Total and Partial Elevator Losses Considered Separately.

TOTAL LOSSES.—164 losses were total.		
KIND OF POWER USED.		
1	Power transmitted from mill	.61
1	Used electric power	.61
22	Used horse power	13.42
62	Used gas power	37.81
78	Used steam power	47.55

164 100%

TIME OF DAY WHEN FIRES OCCURRED.		
3	No hour given	1.83
38	Daylight fires	23.17
123	Night fires	75.00

164 100%

CAUSE OF FIRE.		
90	Unknown	54.87
15	Incendiary	9.15
14	Sparks from locomotive	8.54
11	Lightning	6.71
9	Exposure	5.49
5	Hot box	3.04
3	Friction in elevator head or boot	1.83
2	Overheated stove	1.83
2	Sparks from stack	1.22
2	Stack burning out	1.22
2	Explosion of gasoline	1.22
2	Friction	1.22
1	Railroad wreck near elevator	1.22
1	Defective boiler setting	.61
1	Spontaneous combustion	.61
1	Defective electric wiring	.61
1	Overheated pipes in grain dryer	.61

164 100%

Partial Elevator Losses.

KIND OF POWER USED.		
1	Used gas and steam power	.54
1	Used water power	.54
1	No power given	.54
13	Used horse power	6.98
68	Used steam power	36.56
102	Used gas power	54.84

164 100%

TIME OF DAY WHEN FIRES OCCURRED.	100 %
34 No hour given	18.28
60 Daylight fires	32.26
92 Night fires	49.46
186 CAUSE OF FIRE.	100 %
61 Lightning	32.80
47 Unknown	25.26
22 Exposure	11.82
9 Overheated stove	4.83
7 Sparks from locomotive	3.76
5 Hot box	2.68
4 Friction in elevator head or boot	2.15
4 Friction	2.15
3 Spontaneous combustion	1.61
3 Overheated stack	1.61
3 Sparks from stack	1.61
2 Incendiary	1.08
2 Tramps smoking or buildin- fires	1.08
2 Burning out stack	1.08
2 Smoking	1.08
2 Overheated exhaust pipe gasoline engine	1.08
1 Leaking gasoline	.54
1 Hot cinders	.54
1 Explosion of gasoline	.54
1 Defective chimney	.54
1 Explosion of mill dust	.54
1 Tinman fire pot	.54
1 Sparks from cob pit	.54
1 Corn cleaner	.54

186 100 %
Note—Every third elevator partial loss is due to lightning.

During the ten years the company suffered 832 losses on flour mills and grain elevators, 482 of which were on mills and 350 on elevators. Of these 832 losses, 405 or 48.68 per cent were with the total destruction of the property, while 427 or 51.32 per cent were with partial destruction.

Lightning is credited with having started 149 fires during the ten years which resulted in the companies paying \$89,863 losses. The amount of the companies policies covering these 149 risks was \$631,825, so many of the lightning started fires were extinguished before much damage had been done.

During the ten years it suffered 38 lightning losses on flour mills and contents amounting to \$43,173. The 72 lightning losses on grain elevators and contents during the same period only amounted to \$29,335.

The Grain Buyers to Blame.

(From a paper by Chas. Rippe, read at Swea City, Ia.)

The live, up-to-date merchant, who believes in the policy of "Live and let live," who buys in the cheapest market, who buys a grade of goods suited to his trade and who demands for such services on his part, a fair profit certainly is a credit to the community. Likewise, the farmer who is careful in the selection of his seed corn, cleans his seed oats and treats the same for smut, carefully balances the feed for his stock and deals with his neighbors on a fair and equitable basis.

In striking contrast stands the grumbling, growling kicker, without life, energy or ambition enough to clean up his own place of business, without energy enough to look after his own credits and without brains enough to make himself useful to the community; who witnesses his diminishing trade and naturally concludes that the fault lies with someone other than himself. Something must be done to revive his waning properties and he at once begins an agitation for a better grain market. The thought that he could improve his own trade by his own energy and reasonable attention to his own business has never entered his biased mind. He thinks that if he were in the grain business, he would reform that business and show the world what a whirlwind he is.

For years the grain business has been used as a shield for the lazy, shiftless business man. Go to some town where the buildings are unpainted and half of

them empty; go into the general merchandise store and you will hear the proprietor ably discussing the demerits of all grain men, all coal merchants, all stock dealers and all corporations and condescendingly handing out some stale tobacco and other inferior merchandise to the public at a profit of not to exceed 100%, unless in extreme cases or bargain counter purchases of bankrupt stock, fire or closing out sales, he may be able to work out 250 to 500% profit.

One of Ohio's Oldest Grain Houses.

Last September Stephen B. Payne, who had been in the grain business for forty years, died at Urbana, Ohio, at the advanced age of eighty-two years. Since then his old-time grain warehouse, which had been provided with four legs and a dump, has been operated by T. G. Powers, agent.

This house contains hopper scales for weighing, a Clipper Mill for cleaning seed, a Monitor Wheat Cleaner, a sheller, a Cornwall Cleaner, an American Grain Meter and a 25 horse-power steam engine.

Imports and Exports of the Philippine Islands.

Philippine imports of breadstuffs during the 9 months prior to Oct. 1, 1906, were 90,934 bus. of oats and 52,290 bbls. of wheat flour; compared with 97,631 bus. of oats and 130,959 bbls. of wheat flour for the corresponding period of the preceding year.

Hay imports for the 9 months were 1,767 tons; compared with 3,317 tons for the same period of 1905.

Imports of rice during the 9 months were 198,509,587 lbs.; compared with 409,280,546 lbs. for the corresponding period of 1905.

Imports of beans and peas for the 9 months were 26,659 bus.; compared with 38,444 bus. for the corresponding months of 1905.

Exports of hemp during the 9 months were 72,317 tons; compared with 98,100 tons for the corresponding period of the preceding year, as reported by the War Department.

The Car Shortage.

Dedicated to the "Brass Collars" of the American Railways.

The manager sits in his easy chair,
And puffs his delicious Havana;
With never a worry, with never a care,
Clips coupons like showers of manna.

It's nothing to him, no bother of his,
If the country should go to the Dickens,
The people can suffer, can worry and "siz,"
If he only can gather his "pickins."

It's little he knows, it's little he cares,
But the shortage of cars on the rail-way,
Feels little concern how his fellow-man fares,
So long as his life is a hey-day.

The movement of freight is at pace of a snail,
Oft taking a month for a day's run,
Contented the manager puffs like a gale,
Just figuring profits per mile-ton.

The factories close because of no coal,
Or no cars that can take out their product,
It never can harrow the manager's soul,
Nor change in the least his own conduct.

The corn and the wheat lay and rot
on the ground
He is deaf to the pleas of the shippers,
Whose arguments all are invariably frowned.
As the manager puts on the nippers.

The general manager manageth not,
Else things wouldn't be so chaotic;
Railroading is more of a chance drawing lot
That rules with a hand most despotic.

The high "muck-a-mucks" of the railroads to-day,
Too busy with watering stock,
Exploiting high finance for personal pay,
Have no time to relieve traffic's block.

The people are weary, and soon will rebel,
With patience exhausted at last,
And vampires will throttle our commerce
expel
From luxurious ease to a fast.

The people have suffered, fond mother and child,
The father, the husband, and son;
Because of injustice of railroads are wild,
Deprived of the fruits they have won.

Deprived by these magnates of what they have earned,
By labor of brain and of hand,
Compelled to behold with their hearts torn
and spurned.

The needs of beloved ones, unmanned.

It were well that the railroad officials be held.

The writing that's now on the wall,
Or the people made desparate, frantic and bold,
Will accomplish their terrible fall.

—F. S. Rutherford.

St. Louis, March 1, 1907.



Elevator at Urbana, O., formerly operated by S. B. Payne.

Is Barley a Profitable Crop?

By Julian Kuné,

This question is being asked by many farmers, as well as by grain dealers. We can only judge of the profitability of a crop when we compare it with another crop of equal if not superior importance. We will take the oat crop of the country as a basis for comparison with the barley crop.

According to the last government report the total acreage in barley in the United States during 1906 was 6,323,757 acres, and the yield was given as 178,916,484 bus. Many in the trade consider the above figures greatly exaggerated, but be this as may be, they will serve the purpose for our illustration just the same.

The average yield per acre is given as 28.3, and the average price which the farmer realized at 41.5 up to December last. The total value of the crop is given as \$74,235,997, also up to December last.

Now let us see what the Government says about the oats crop of 1906. It gives the acreage at 30,958,768 acres, the yield is given at 96,490,452 bus., valued at \$206,292,978.

For the sake of argument let us suppose if the same acreage had been put into barley as in oats the product would have been 866,845,504 bus., which at the average price of 41.5 would have realized \$356,406,656, or \$50,113,678 more than the value of the oats crop.

We took the average value of barley per bu. to the farmer as it was on December last. At the present time the value is on the average at least 50% higher than it was then, while the value of oats has improved but about 20% over the average given in December last.

We are not discussing the problem whether a crop of barley of the magnitude of the oats crop would find as ready a market as oats, we simply wish to convince the skeptical that it pays the farmer to raise barley as well as it does oats in the long run.

Alcohol as a Motor Fuel.

Now that the bill liberating alcohol from excessive taxation has become law there is being given increasing attention to the modifications desirable in internal combustion motors to enable them to use this fuel to advantage. It is well understood that a higher compression of the charge of air and fuel in the engine cylinder is desirable for alcohol than for gasoline, but this is a matter easily controlled by adjusting the proportion of the clearance space to the cylinder volume.

A matter not so easily arranged is the production of the vapor of alcohol, since the fuel is not so volatile as gasoline, and the ordinary carburetor is unsuited to the duty.

In most of the designs proposed the plan is to heat the carburetor, utilizing for this purpose the warmth of the exhaust gases, a plan which does well after the engine is in full action, but which is not so convenient in starting, since some external source of heat is necessary until the carburetor is warmed up.

An ingenious method has recently been suggested by Dr. Schreber, that of injecting the liquid alcohol directly into the cylinder during the compression stroke, the heat developed by the compression causing the vaporization of the alcohol, and the compressed mixture being ignited electrically at the beginning of the power stroke, as usual. This method obviates any necessity for a carburetor, while the heat absorbed in vaporizing the alcohol

enables a higher degree of compression to be used than would otherwise be possible, without danger of premature ignition of the charge.—*Forum*.

Secretary J. W. McCardle.

An unexpected increase in business at J. M. Brafford's elevator, Winnamac, Ind., made it necessary for him to resign as Sec'y-Treas. of the Indiana Grain Dlrs Ass'n.



John W. McCardle, Indianapolis.
Sec'y Ind. Grain Dealers Ass'n.

For the time being John W. McCardle, a member of the Board of Managers of the Ass'n will serve as Sec'y-Treas., or at least until a competent man is found to fill the place.

Mr. McCardle has been identified with the trade for twenty-five years and knows well the shippers of the state hence will readily take up the work where Mr. Brafford left off and enlist the hearty support of the members.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to March 10 have been 177,850,614 bus., compared with 193,646,682 bus. for the corresponding period of the preceding season.

Corn receipts for the present crop year have been 132,808,187 bus.; compared with 128,765,222 bus. for the corresponding period of 1905-6.

Durum wheat was introduced for the benefit of farmers in the semi-arid west where the climate is too dry to grow ordinary wheat or grain. Country elevator men, terminal receivers and exporters can thank the Department of Agriculture for the addition of several millions of bushels to the wheat crop on lands that otherwise never would have produced a pound of any grain. Farmers in the eastern part of the spring wheat territory of the Northwest who experiment with durum wheat do so contrary to the advice of the department, since where moisture is sufficient ordinary spring wheat pays best.

Proper Method of Collecting Claims.

BY C. S. WILSON, OTTAWA, KAS.

I will first read you a circular issued by one of the railroads relative to this matter:

"TO ALL CONCERNED:

A Claim for Loss of or Damage to Freight proceeds upon the supposition that property received for transportation in good order reaches destination in bad order or fails to arrive in whole or in part. To accomplish the prompt adjustment of any such valid claim, are required: The B/L because, among other reasons, it gives evidence of the apparent quantity and condition of the goods, the terms of the contract of transportation, and the interest of the claimant in the transaction.

The expense bill, if issued, because among other reasons, it likewise is evidence of the interest of the claimant and gives billing reference.

The original invoice or a properly attested copy, to establish the amount claimed or if there is no invoice then reasonable evidence to support the account.

A claim for overcharge which is based upon the assumption that too much has been assessed for transportation, should always be supported by the original expense bill, or by the prepaid B/L if transportation charges have been prepaid—these furnishing evidence of the amount collected; copies of invoices or other substantial evidence if the matter is one of weight; reference to tariff numbers or other authority upon which the claim for overcharge is based.

A B/L while frequently of less importance in an overcharge, than in a claim for loss or damage, is often necessary, as settling forth the condition upon which the claim rate applies; it is always of importance on any claim as an evidence of interest of the claimant in a transaction.

Every claim should have attached a bill setting forth clearly the name of the claimant, with a definite statement of the account.

Judging from the frequent absence of supporting evidence, the opinion seems to prevail that any of these documents may be waived at pleasure; for example, requests for B/Ls are usually met with the declaration "never received the B/L," "the shipper has the B/L," "will sign an agreement in place of the B/L," and the like.

To waive this instrument may mean that altho the agent at Kansas City, for instance, has already certified on the B/L to the apparent condition and quantity of property to be transported, the claim must be sent to that agency for another certificate to take the place of the one already issued. This multiplied many times over at St. Louis, Memphis, Little Rock and Wichita, or other shipping centers, means that claims are delayed, local offices crowded with correspondence, much of which should be avoided, and other important work is retarded.

Agents and others interested are requested to co-operate, so that claims reaching this office will be suitably supported and the time and labor needed for their adjustment minimized. It is seldom that a claimant who "never received a B/L," will be unable to produce this document or any other needed proof, if reasonable effort is made, and it is seldom that an agent will fail to get it if he states to the claimant the reason for its requirement.

This circular of course covers claims for all commodities of freight and should be strictly followed in preparing claims, except for claims covering shipments of grain and grain products. These commodities are always billed "shippers order," and generally the expense bill is used for reconsignment or transit privilege. These two most important documents are in the railroads' possession at the time the claim is presented by claimant and cannot be furnished, which is unnecessary as the railroads have a form when properly filled out and signed by claimant releases them from further liability after claim is settled.

It is important that you have a just claim, supported by all necessary documents, bearing on the loss in weight or damage. We advise keeping a copy of all the papers relative to the claim, for sometimes in their haste to make settlement the Claim department has been known to

lose all the correspondence relative to the claim, and your duplicates will be appreciated by the railroad. File these duplicates with card received from the claim department acknowledging receipt of your claim, giving same a certain number.

In the course of a few months!—generally in about a year's time—you will receive the claim back from the claim department with a letter attached, about as follows:

"After PROMPT and CAREFUL investigation of your claim, which shows no loss or damage while in our care, same is respectfully declined. Kindly return all papers for record."

Now don't drop the matter here, but look over carefully all their correspondence covering investigation of the claim. You will find some place where the seal record is not clear, or at some division point car was reported leaking. Tell them you know their clerical force is the BEST and receive large salaries, nevertheless they have overlooked the above facts, and if upon further investigation they do not care to adjust the loss, to return all papers to you, and you will try in another way to obtain settlement.

We had a similar case—shipment of corn for export—about 150 bus. short at destination. Investigation by railroad showed statement made by agent at a division that car was received in bad order, one end busted out, leaking badly and shipment transferred to another car. The Claim department had the nerve to attach a letter to this correspondence, respectfully declining payment upon the grounds that loss did not occur while in their possession. We respectfully called their attention to the statement made by agent at the division, and the fact that car was in bad order or same would not have been transferred. They promptly made settlement, less one-half of one per cent *Natural Shrinkage*. We cannot figure out where they got any natural shrinkage in this case.

This natural shrinkage, $\frac{1}{2}$ of 1 per cent, is too much, and shippers should not stand for it. A shortage is a shortage, and we should be paid for our losses. There are many cases where shortage amounts to from \$2 to \$4 per car, but after deducting $\frac{1}{2}$ of 1 per cent natural shrinkage from net weight, it leaves too

small an amount to bother making a claim.

Make out your claim for actual loss with all the evidence you possibly can obtain supporting it. Then stand pat on the amount first claimed until you get a settlement. I would recommend a follow up or tracer system. Make it a point every so often to write to the Claim department to know what has become of a certain claim. This will keep your claim moving and hurry settlement.

We have collected all our claims so far, except several presented for loss caused by delay in transit. The railroads claim they give the shipments the best attention that circumstances admit, and that they do not agree to deliver in time for any particular market. We understand the law allows a penalty damage of \$5 per day during time shipment is in transit after allowing fifty miles per day, the statutory time, in which to transport and deliver shipments at destination.

It would greatly help the adjusting of claims if all shippers would bill out their grain at actual weight, and if any shortage occurs at destination, have receiver insist upon railroad making notation on the expense bill of amount short before receiving for the shipment. This would give the railroad a record of shortage, something to work on when claim was presented.

I would suggest that shippers keep a seal record of all cars loaded. Better still, a private seal of your own, as cars are sometimes pilfered before leaving your station.

Imports and Exports of Mexico.

Mexico imported during the 6 months prior to July 1, 1905, from United States, 423,092 kilograms of oats, 11,669,956 kilograms of corn, 2,696,479 kilograms of wheat and other cereals and 3,171,428 kilograms of wheat flour and other cereals.

Exports for the same period have been 202,620 kilograms of rice, 3,125,201 kilograms of corn and 600 kilograms of wheat to United States only; as stated in the bulletin just issued by M. M. Irigoyen, chief of the statistical section of the Mexican Government.

A Modern Elevator at Heron Lake

One of the most complete and best equipped elevators in southern Minnesota is shown in the accompanying illustration. It is the property of the St. John Grain Co. at Heron Lake. The plant was built at a cost of \$9,500.

The builder and owners of this elevator evidently believe that a house "founded upon a rock" will stand longest, for the main part of the building which is 32 x 32 ft. is set on 10 cement piers, each pier being 4 $\frac{1}{2}$ x 12 ft. and 5 ft. in the ground. On top of these piers is a stone foundation of rock.

The main building is cribbed up 50 ft. There are 17 large bins in this portion, 3 elevator legs, a drive way 36 ft. long, and an alley way 15 ft. in clear. There are two additions to the main building, one 10 x 32 ft. in which there are six hopped bins for handling ground feed, and another 28 x 36 ft. which is used for a seed and grain warehouse. The warehouse contains 8 large bins and is connected with the main building by a spout and conveyor.

Power is furnished by a 24 h.p. Callahan gas engine and the transmission is by a rope drive. In each part of the elevator is a friction pulley, so that all parts may be run separately or together.

Modern machinery is used throughout the elevator. In the main building there is a power shovel, a Fairbanks five ton wagon dump scale, a Howe hopper scale, a 4 roll ground feed mill that has a capacity of 60 bus. per hour and a Monitor Dustless Cleaner that will handle 20 cars each day.

In short, the equipment and construction of the elevator is just as thorough as the exterior appearance of the eltr. would lead one to believe.

The wagon haul of grain from farm to railroad costs about 1 cent per hundred pounds per mile in the United States.

About 500,000 of the famine-stricken inhabitants of Ufa, Samara and Kazan provinces, Russia, are being fed by the government.

From one community in the Rocky mountains wheat and oats are hauled on wagons a distance of 100 miles to the railroad.



Elevator, Warehouse and Office of St. John Grain Co. at Heron Lake, Minn.

Mammoth Corn Exposition Planned.

More than a year ago, members of the Commercial Ass'n of Chicago began working for a corn exposition. At that time more than \$50,000 was pledged for this work. It was decided to wait until the Fall of 1907, at which time the first great corn exposition will open. The members of the Commercial Association who have this matter at heart have organized the National Corn Exposition, electing officers and appointing committees. It will expend something like \$150,000 on this exposition, a goodly proportion of which will be paid out in prizes. The date of the exposition is from Oct. 5 to 19, 1907. Adequate facilities will be secured for holding this big show.

Culture of corn has become a science, and it is the desire of the management to demonstrate that it is possible for the average corn grower to produce greater yields and better quality than heretofore. During the past ten years the matter of seed selection has been worked out and it has been shown that by this alone, it is easily possible to increase the yield from two to ten bushels per acre. It is possible to select seed properly only when the grower has become familiar with the proper type of the ear, bearing properly shaped kernels, possessing good germinating qualities and high vitality. These points will be illustrated at the great show and the object lessons here presented will be of inestimable value to corn growers everywhere.

The details for awarding of premiums have not yet been worked out, but in a general way are very liberal. Cash prizes will be offered and these will be so distributed that every corn section of the United States will be rewarded, provided it participates in this exposition. There will probably be state prizes, district prizes and certainly prizes for the farmer, the farmer's wife, the farmer's son, the farmer's daughter, etc. If, for example, Connecticut grows good corn, prizes will be arranged for that section. It may not be

possible for Connecticut growers to compete with Illinois or Iowa in certain respects, but it will be easily possible to arrange the premium list so that the New England growers will receive a just compensation for this effort.

Favors Chicago for National Ass'n. Meeting.

Our Mr. Mayer was yesterday elected Second Vice-President of the Grain Dealers National Ass'n.

Owing to the elevation of Mr. Chas. England, of Baltimore, and Mr. W. S. Washer, of Atchison, to the presidency and first vice-presidency respectively, it left a vacancy which the directors filled by electing our Mr. Mayer.

The Ass'n is in a prosperous condition at the present time, and engaged in some of the most important work ever undertaken in the interests of the grain trade.

Next meeting of the Grain Dealers' National Ass'n. Where and when should it be held?

The Grain Dealers Journal of Feb. 25th makes a very good suggestion to the effect that the next meeting be held in October at Chicago. It says the National Corn Exposition will be on at that time, low railroad fares will prevail, and grain dealers from all over the country attend the show. It says that by holding the meeting the middle of the last week it would insure a large attendance.

We heartily agree with the Grain Dealers Journal and believe the annual meeting should be held as they suggest. In addition to the good reasons given there are others. June is always a month of many conventions, and often the attendance at the National is small on that account. Then again the good of the uniform grading will be demonstrated by October (we assuming its adoption by all markets), so let us all think the matter over and plan for one of the biggest meetings on record.—In October—at Chicago.

—Zahn's Red Letter.

New Elevator at Freeland, Ind.

Happy and prosperous is the dealer who has a well constructed, conveniently arranged and fully equipped elevator to handle grain. The number of such dealers is increasing rapidly because the dealers are building modern houses and are better prepared to handle a large volume of business than ever.

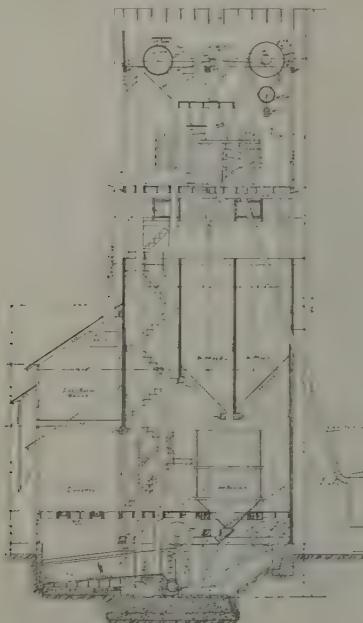
Illustrated herewith is a new elevator erected at Freeland, Ind., for Grogan & Harrington by Reliance Construction Co. It is truly an up-house being 82½ feet above the foundation. It has four large deep hopper bins occupying the corners of the building, two shipping bins above the 500 bus. Fairbanks-Hopper Scale and a well for the stairway and the two rope-driven legs.

The basement floor is covered with cement so as to make the basement rodent proof and cleanable. In the basement is a No. 2 U. S. Shelley chain feed to draw grain from the two sinks under the dumps in driveway to either of the two boots.

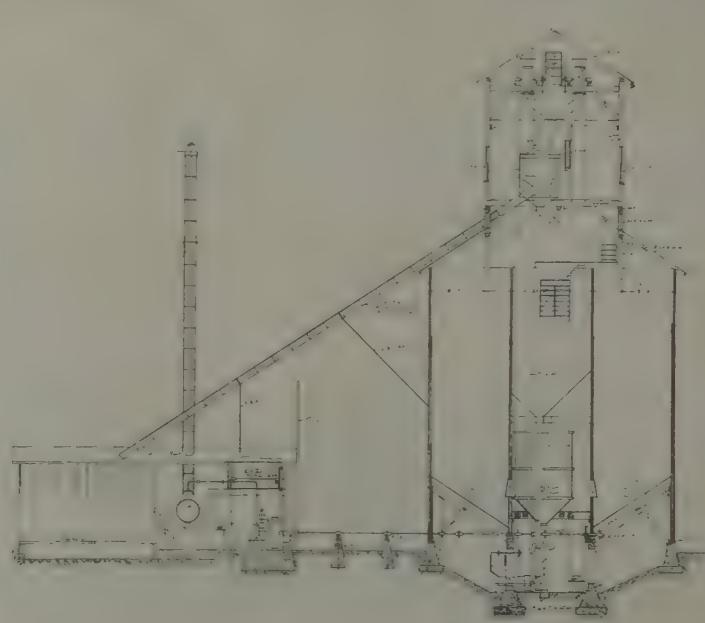
The cupola contains a No. 4 Cornwall cleaner, two elevator heads, the take-up carriage for the rope drive and the distributing spouts. An 8-inch well casing is set at an angle of about 65 degrees to spout to cars from the elevator heads. A 12-inch galvanized iron spout, riveted and soldered is provided to spout cobs from the cleaner to the cob room. A 20-inch galvanized iron spout carries the dust and screenings from the cleaner to the dust room over the driveway in lean-to.

Some distance from the elevator is the frame power room, which as a flat gravel roof. It contains a 30 h. p. steam boiler, a 25 h. p. engine, and a steam pump for drawing water from the well to the supply tank. The far end of this building is used as a cob house, this part being separated from the engine room by a 9-inch brick wall.

The office is one of the attractive features of this plant. It is not far from the end of the driveway so the wagon



End Elevation.



Grogan & Harrington's Elevator.

Side Elevation.

scale is not far from the dumps. The office is well lighted and provided with a private office where business transactions may be consummated without visitors and loafers knowing of it, an advantage which strongly appeals to many farmers with grain to sell.

Books Received

QUESTIONS AND ANSWERS FROM THE GAS ENGINE is a book compiled from the "Answers to Inquiries" column in *The Gas Engine*, and consists of the more interesting and valuable inquiries which have appeared in that journal for the past eight years. The inquiries relate to the design, construction, operation and repair of gas and gasoline engines for stationary, marine and automobile use. The answers were made by some of the best recognized authorities on the various subjects in America and Europe. As they have a permanent value, they have been incorporated in the present volume, which has 275 pages, 5x7, price \$1.50.—Gas Engine Pub. Co., Cincinnati, O.

COST OF HAULING CROPS BY WAGON FROM FARMS TO SHIPPING POINTS.—At an early date the United States Department of Agriculture will issue Bulletin 49 of the Bureau of Statistics, prepared by Frank Andrews, transportation expert of the Division of Foreign Markets. This bulletin is a report on the cost of hauling crops from farms to shipping points. The figures given are based upon returns from nearly 1,900 counties and cover practically the entire farming area of the country.

The average cost to the farmer of hauling wheat from farms to shipping points is given as 9 cents per 100 pounds, the average distance hauled is 9.4 miles, and the average wagon load of wheat weighs 3,323 pounds, thus containing about 55 bushels. For cotton, the average load is 1,702 pounds, distance from shipping point 11.8 miles, and cost of hauling 16 cents per 100 pounds. Reduced to terms of cost per ton per mile, the rate for wheat is 19 cents and for cotton 27 cents.

The highest cost of haul is for wool, which is carried on an average 39.8 miles

from farm or ranch to shipping point at a rate of 44 cents per 100 pounds for the entire distance. The lowest cost for any one product is for hemp, which is hauled from farms to shipping points at an average cost of 6 cents per 100 pounds, the av-

by farmers in hauling their own produce. Wool is hauled in the Rocky Mountains largely by regular freight wagons, and the wool growers pay for the hauling at varying rates per 100 pounds.

The total tonnage of farm products hauled on country roads in the United States is not known, but of twelve leading products it is estimated that nearly 50,000,000 tons were hauled from farms during the crop year 1905-6, at a cost of about \$85,000,000, or more than 5 per cent of their value at local markets. Of this traffic, 40,000,000 tons represent the weight of corn, wheat, and cotton, and the cost of hauling these three products was \$70,000,000.

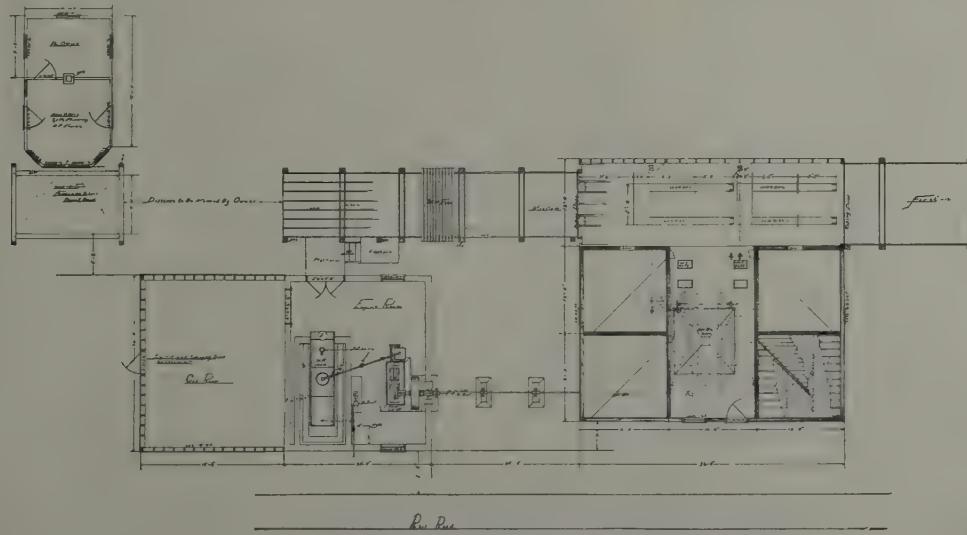
The distance limit of profitable farming for a given crop may often be extended by improving methods and means of hauling. Better wagons and horses may be used, roads may be improved, and better facilities may be had for receiving the products at local markets and shipping points. Improvements of this kind tend to lessen the expense of hauling a load, and thus make it profitable for farmers to haul from greater distances. From tables in the bulletin in question it is seen that average loads for the same product weigh in some states twice as much as in others, and consequently the expense of hauling is much less in the former states than in the latter for similar distances.

The average distances from farm to shipping point for twenty-one of the twenty-three products treated in this report range from 7 to 12 miles. The average distance over which hemp is hauled is 5.2 miles; oats are hauled an average of 7.3 miles; corn, 7.4; rice, 7.5; live hogs, 7.9; timothy seed, 8; peanuts, 8.1; potatoes and buckwheat, 8.2; hay, 8.3; rye, 8.4; barley, 8.8; beans, 9; wheat, 9.4; tobacco and vegetables (other than potatoes), 9.8; flaxseed, 10.4; cotton seed, 10.7; hops, 11.7; cotton, 11.8; and wool, 39.8 miles.

Imports and Exports of Hay.

Imports of hay for 1906 have been 65,745 tons; against 46,487 tons for 1905.

Exports of hay have been 64,859 tons; against 67,662 tons for 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.



Ground Plan Grogan & Harrington's Elevator at Freeland, Ind.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—Three anti-bucket-shop bills have been introduced in the legislature.

Stuttgart, Ark.—The Stuttgart Rice Mill Co., is figuring on building a 400-brl. rice mill with eltr. for storing rice in bulk.

CALIFORNIA.

Sacramento, Cal.—A penalty of \$25 per car per day is provided for failure to furnish cars in the reciprocal demurrage bill which has been introduced in the legislature.

CANADA.

Vegreville, Alta.—The D. R. Davis Grain Co. has been incorporated.

Red Deer, Alta.—The Alberta Pacific Eltr. Co. will erect an eltr. the coming summer.

Innisfail, Alta.—The firm of Archer & Simpson has been dissolved. The business will be continued by John A. Simpson.

Lethbridge, Alta.—The cost of the eltr. to be erected by the Ellis Mill & Eltr. Co., of Raymond, will be about \$75,000. Eaton McCulloch will install the machinery.

Winnipeg, Man.—On complaint of a customer, Geo. W. Wood, pres. of the Canadian Stock & Grain Co. bucket-shop, recently was charged with conducting a fraudulent business and will be prosecuted. He has been released on \$3,000 bail. The customer bought 100 shares of copper stock at 26 1/8, on which he paid \$1,000 in advance. The stock steadily advanced to 40, but soon after his purchase the company informed him the market had broken to 17 and that he had been closed out. The official quotations of the Boston Stock Exchange fail to show any such drop in the quotations of the stock purchased. The Chicago Board of Trade, Milwaukee Chamber of Commerce and the Minneapolis Chamber of Commerce each have cast out the gang of sharpers known as the Edwards-Wood Co.; but the fakirs have always escaped the clutches of the American law. The customary strict enforcement of law in the Dominion should place Wood behind the bars.

CHICAGO.

Memberships in the Board of Trade are selling at \$1,900.

The new adjustment of grain rates to the seaboard is given elsewhere in the Journal.

James D. Clark and John P. Lynn have recently been elected to membership in the Board of Trade.

George M. Reynolds, pres. of the Continental National Bank, has been reelected treas. of the Board of Trade Clearing House.

The sale of the McReynolds eltr. properties on Mar. 4 was discontinued because certain legal requirements had not been fulfilled; and it will again be offered at auction.

John Hill, Jr., who for many years has led the fight of the Board of Trade against the bucket-shops, is seriously ill at his home.

A. B. Black, former mgr. for Norton & Co. and their former wheat buyer on the Board, is now connected with Charles Kennedy & Co. of Buffalo.

A great deal of corn is on track in the yards, and much of it is so wet that drying is absolutely necessary to prevent damage when the weather warms up.

Joseph Griffin has taken an interest in the firm of Marfield, Tearse & Noyes, and on Apr. 1 will leave the Glucose Sugar Refining Co., for which he has bot corn several years.

A shipper who had cars sent to an eltr. billed and labeled to be loaded for him, alleges that on three occasions the cars were appropriated by the eltr. company to its own use.

The reduction of the penalty on No. 3 corn for delivery on No. 2 contracts, was defeated by the members of the Board of Trade by a vote of 264 to 187, and the discount will remain 5 cents the year round.

A map dividing Illinois into different traffic districts and showing the proportional rates thru Chicago eastbound, on grain, has been prepared by E. B. Boyd, manager transportation department, and posted on 'Change.

The daughter of John Niesen, formerly in the grain commission business, has brot suit to recover \$14,000 from her brother, Julius W. Niesen, alleging him to have obtained the money from her father and used it in stock gambling.

Geo. D. Henry, a grain shipper of Fairfield, Ia., is alleged to have victimized several receivers by selling corn to arrive in December for February-March shipment at under 40 cents and failing to ship. Henry is said to have disappeared, and the receivers have had to buy in their hedges at a loss.

The Bank of Montreal on Feb. 26 asked the circuit court for an order authorizing the sale of a certificate of membership in the Board of Trade issued in the name of Frank A. Maurer at the time he was an employee of Irwin, Green & Co., many years ago, and which the bank has held as collateral since May, 1890.

Applications for membership in the Board of Trade have been made by George W. McMullen and M. E. Geer of Pittsburgh, D. W. Cook, William Cohen, Albert Brunswig and German F. Sulzberger. Applications for transfer of membership have been made by C. P. Lampray, Winfield Scott Brainard, George Smith, of New York, and Frederick P. Hanson, Charles A. Dayton and Max A. Sulzberger.

One of the biggest cars of oats received at Chicago was sold recently by A. R. Sawers. The car contained 101,950 lbs. of No. 3 white oats, shipped from Tab Station, Ind., by Pence & Goodwine, and was sold by Mr. Sawers to Lord & Garland, who unloaded it at their Oxford Eltr., South Chicago. The bill for the car was \$1,274. On account of the scarcity of cars many shippers are forced to

crowd the few cars they get to their utmost capacity.

Six months instead of 90 days has been granted for milling in transit at Chicago stop-over points by 23 of the railroads in a circular issued Mar. 1 effective Apr. 4, which specifies the cereals on which the privilege is granted and prescribes the manner of division of the freight bills. The proportions east of Chicago will be the same in cents per 100 lbs. as received on thru shipments of the same products from origin of grain to destination of product. The railroads have been granting the milling in transit privilege at points west of Chicago, where the grain comes in and the flour passes out over their own line. At Chicago after Apr. 4 the privilege will be granted on shipments going over other lines.

A grain receiver has permitted his traveling representative to assist country shippers to audit their books free of charge. Now a receiving firm which has catered to the co-operative eltrs. objects these favors being extended and has asked the violation of rules committee of the Board of Trade for a ruling against it, stating, "This man has been doing a great deal of just such work as this without any compensation. We understand that he has spent a day to an entire week at a number of points." The committee decided "The services without compensation, as set forth, would be an evasion of the provisions of Rule XIV, within the meaning and intent of paragraph G, sec. 9."

COLORADO.

Denver Colo.—Tarvin & Ramsey is the name of a new firm engaged in the hay and grain business.

Denver, Colo.—It is reported that the grain dealers of Colorado will hold a meeting to organize a state ass'n.

Calhan, Colo.—The Russell-Gates Merc. Co. will erect an up-to-date eltr. to cost \$10,000. The plant is expected to be in operation by Aug. 1.

Denver, Colo.—Official grain inspection is proposed expressly to grade corn shipped in from Nebraska, some of which has been arriving in bad condition.

Niwot, Colo.—The alfalfa mill which is being erected here will be operated by the Wise Eltr. Co., of Canfield, Colo. The company is offering to erect alfalfa feed mills where farmers agree to grow 3,000 acres of the grass.

Denver, Colo.—The reciprocal demurrage bill in the Colorado legislature was approved by the Colorado Grain Dealers Ass'n at a recent meeting, in the following resolution directed to the railway committee of the general assembly: The proposed law will require railway companies to furnish cars to any and all shippers within a reasonable length of time so that they can move their crops of grain, hay, fruit and vegetables to the markets of the country at seasonal times when the demand and prices are good, thus saving or preventing the great losses to property caused by frost and storms, and prevent their turning down shippers with the wave of the hand and a flimsy excuse. Furthermore, it will require railway companies to invest their surplus funds in the purchasing of cars and locomotives rather than in buying interest in other roads and securities. The pernicious practice in modern railroading of hauling full tonnage or no train is responsible to a great extent for some of the delays. Cars of merchandise

that should come right through without delay are side-tracked and bunched at convenient places along the line and then a long train is delivered at once at the large terminals, rendering it beyond the reasonable ability of consignee to unload all his cars within the free time, thus causing the payment of demurrage for which the carrier is wholly responsible. The proposed bill, if passed, will correct these abuses, and furthermore it will place the state of Colorado on an equal footing with several of our neighboring states that already have reciprocal demurrage laws in force.

ILLINOIS.

Russell, Ill.—Alec Murrie has succeeded E. J. Murrie.

Neoga, Ill.—W. H. Barnes & Co. have engaged in business here.

Atlanta, Ill.—W. H. Adams & Son have succeeded Adams & Iddings.

Odell, Ill.—Gulshen & Craven will build a 25,000-bu. addition to their eltr.

Cloverdale, Ill.—A carload of grain on the Great Western Ry. recently burned.

Flat Rock, Ill.—R. A. Hasper & Son are the successors of G. T. Taylor & Sons.

Elliott, Ill.—N. S. Richardson has traded his eltr. for 160 acres of land in Minnesota.

Norris, Ill.—Wm. Swanson has succeeded Jerry Wolfe as mgr. for the Neola Eltr. Co.

Springfield, Ill.—The Illinois house passed the 2-cent fare bill by a vote of 139 to 0.

Lorraine, Ill.—I have sold my grain business to Gillham & Groves.—Chas. Wheaton.

Piper City, Ill.—C. D. Montelius & Co. took 20,000 bus. of shelled corn into their eltr. in one day recently.

Sullivan, Ill.—The Sullivan Eltr. Co. has recently become a member of the Illinois Grain Dealers Ass'n.

Strawn, Ill.—Mr. Jordan of Wapella, has succeeded John Goembel as grain buyer for the Farmers Eltr. Co.

Paxton, Ill.—W. H. Westbrook states that he has not sold his eltr. to Coon Bros. as reported in this column Feb. 25.

Lexington, Ill.—P. Steiner, formerly at Anchor, with the Rogers Grain Co., is now grain buyer here for the same firm.

Herscher, Ill.—The Herscher Grain Co. composed of farmers in this territory, has procured a site for its eltr. on the I. C. Ry.

Decatur, Ill.—The grain eltr. of the Saffern-Hunt Starch Co. was completed Feb. 13 by the Younglove Construction Co.

Bondville, Ill.—Ed. Rising is the new mgr. for the Evans Eltr. Co. succeeding A. G. Vanaman who will return to farming.

Longview, Ill.—We contemplate adding a 40 or 50,000-bu. crib to our eltr. the coming summer.—The Longview Grain & Coal Co.

Ficklin, Ill.—Thomas Abrams will build an eltr. and will raze his present house as soon as cars can be procured to move the grain.

Sadorus, Ill.—H. I. Baldwin & Co. have purchased the 70,000-bu. eltr. of Nichols & Son who recently filed a petition in bankruptcy for \$7,000. The house is on the Wabash Ry.

Fairbury, Ill.—Farmers held a meeting to organize an eltr. company Mar. 9. Among those interested are J. L. White and J. T. Brown.

Pontiac, Ill.—The Pontiac Farmers Grain Co. will increase its capital stock from \$12,000 to \$15,000 and buy or build an eltr. at Cayuga.

Reading, Ill.—We have had only 8 cars since the first of Dec. Can get no cars now and have 20,000 bus. of grain in the eltr.—Bowlin & Co.

Shattuck, Ill.—Hogan Bros. reincorporated, capital stock decreased from \$20,000 to \$10,000. Location changed from Sandoval to this point.

Harness, Ill.—Fred McCullough of San Jose is the new mgr. for J. & F. J. Rapp, succeeding Frank Meteer who will return to his farm near St. Louis.

Du Quoin, Ill.—Henry Horn, proprietor of the DuQuoin Milling Co., had intended to build an 8,000-bu. eltr. near here, but may defer until next year.

Yorkville, Ill.—Jeter & Boston's new eltr. will be built according to plans of the Younglove Construction Co., who have the contract to build it.

Decatur, Ill.—The Baldwin Eltr. Co. incorporated, capital stock \$15,000; incorporators Ada E. Baldwin, Heston I. Baldwin and Raymond O. Auger.

Symerton, Ill.—Cars are very scarce. In February the two firms at this station received but nine cars and could have easily used fifty.—Walsh & Brassel.

Granite City, Ill.—The Granite City Corn Products Co. has bot for \$18,000 a tract of land on which it will erect a starch factory costing about \$100,000.

Rising, Ill.—William Murray, of Champaign, recently made some improvements on his eltr. on the Big Four Ry. and is planning for the erection of other additions to the house.

The date of the annual meeting of the Illinois Grain Dealers Ass'n at Chicago, June 11-12, is not far ahead. Members are urged not to make engagements that will prevent their attendance.

The car situation is very serious in Illinois. Dealers are very anxious to get their grain off before the advance in freight, and also to avoid paying taxes.—B. B. Minor, Indianapolis, Ind.

Rock Falls, Ill.—Fred E. Davison is having his eltr. remodeled by the Burrell Engineering & Construction Co. He is installing new distributors and conveyors and putting in a new eltr. leg.

Pontiac, Ill.—I am out of the grain business at the present time and probably will be, as the farmers are trying to control this part of the country. It may last for a few years, but not long.—S. L. Morrison.

Minier, Ill.—The Minier Grain Co., recently incorporated, has taken possession of its new eltr. and employed Arthur Shanley as mgr. and Luther Heagy, assistant. The company has about 100 stockholders.

Springfield, Ill.—The statistical report of the Illinois State Board of Agri. gives for each county the acreage, average yield, total yield and value of corn, wheat, rye, buckwheat, broom corn, beans, castor beans and grass seeds.

Perdueville, Ill.—William Warner, one of the directors of the Perdueville Eltr. Co., has taken temporary charge of the company's eltr. pending the engaging of a mgr. to take the place of Edward G. Grunsted who recently resigned.

Aurora, Ill.—S. A. Steck for some years connected with the Aurora City Mills, will operate as agt. for the Bay State Milling Co. of Winona, the old eltr. no longer needed by the home milling firm since the building of its grain storeroom.

Morris, Ill.—Grain dealers of the Illinois Valley held a conference recently at the office of the Morris Grain Co. with Captain W. H. Wallace, owner of a fleet of grain boats, with regard to the purchase of an interest by the shippers in the boats.

Posey, Ill.—This has been a very busy and prosperous year with us and to accommodate our increasing business we expect to build an eltr. this spring. We have found many helpful suggestions and advertisements in the Grain Dealers Journal.—H. & G. Johnpeter.

Rankin, Ill.—We have sold our eltr. here at Rankin to E. M. Grunsted & Co., composed of E. M. Grunsted and his son Erick Grunsted. The Rankin Grain Co. is still in existence and will be until all of its grain is shipped out and the business closed up.—Rankin Grain Co.

Rock Island, Ill.—The Rock Island Brewing Co. will erect a malt storage plant with capacity of 10 carloads and consisting of 6 bins of reinforced concrete. The plant will be equipped with a pneumatic elevating and cleaning apparatus and will be finished this spring.

Springfield, Ill.—Section 3 of the College of Agriculture appropriation bill provides \$30,000 for experiments in the production of cereals under the direction of an advisory committee of 5 consisting of 2 members of the Illinois Corn Growers Ass'n, 2 members of the Illinois Seed Corn Breeders Ass'n and one member of the Illinois Grain Dealers Ass'n.

Cayuga, Ill.—We are contemplating erecting an eltr. at Cayuga, the business to be done from the Pontiac office, making the third eltr. of this company. The house will have 15,000 bus. capacity; a gasoline engine and up-to-date equipment. We have installed a 10-hp. electric motor to take the place of steam power at our eltr. on the Wabash Ry.—Geo. Brunskill, gen. mgr., Pontiac, Eltr. Co.

Springfield, Ill.—A civil service bill embracing the employees of the state railroad and warehouse commission as well as all other state institutions was introduced in the Senate Mar. 7, by McKenzie, chairman of the civil service commission. The bill deserves the support of grain shippers and all other good citizens. If enacted and enforced its effect will be to elevate the personnel of the grain inspection department.

Springfield, Ill.—Adkins' reciprocal demurrage bill was reported unanimously by the house railroad committee Mar. 7, with several amendments: As amended the bill allows a road 96 hours instead of 24 in which to fill a demand for cars, and if ten or more cars are asked for the company shall have 8 full days in which to furnish them. The average speed of 75 miles a day for the transportation of freight is changed to 60 miles, with the additional provision that the minimum limit shall not apply to shipments of live stock or perishable freight. The emergency clause is stricken out and a few minor changes are made.

Champaign, Ill.—At a meeting here of grain dealers of this city, Potomac, Fisher, Tomlinson, Rantoul and Dewey, on Feb. 25, it was agreed that the signers would bear the proportionate cost of suit against the Illinois Central Railroad for failure-

to supply cars for the shipment of grain now in store. A delegation of 20 shippers visited Chicago Mar. 8 to present personally the following resolutions: We urgently ask that the officials of the Illinois Central railroad furnish cars at once for the delivery of grain now filling our eltrs., sufficient to haul the number of bus. set opposite our names, which amounts are on hand. We hereby notify the railroad company that the grain held in our eltrs., from this time on is held at their peril, and any loss sustained by us, by the heating of the said grain or any loss by the depreciation of price or grade as a result of the railroad's failure to furnish cars, will be charged to the Illinois Central Railroad Co.

INDIANA.

Indianapolis, Ind.—Governor Hanly has vetoed the pure feed bill.

Shipshewana, Ind.—Sam East has sold his eltr. and business and will remove to Dodge City, Kan.

Indianapolis, Ind.—The 2-cent fare bill was signed by the governor Feb. 26 and will go into effect this summer.

Terre Haute, Ind.—John F. Kuhn, of Partlett, Kuhn & Co. died Mar. 4 of paralysis, at his home in Evansville.

Inglefield, Ind.—The Inglefield Milling Co., of which Henry Kissel is sec'y contemplates erecting a mill and an eltr.

Franklin, Ind.—D. W. Rapp has leased ground about 7 miles east of here on the C. R. Ry. and will build a \$7,000 eltr.

St. Paul, Ind.—Clint Blades is scoop-shoveling in opposition to the Nading Mill & Grain Co., which is the only regular dealer at this station.

Niles, Albany, P. O., Ind.—Burrell & Morgan, proprietors of the Elkhart City Mills at Elkhart, have purchased ground and will erect an eltr. here.

Indianapolis, Ind.—The grain men will move Mar. 30 into the new Board of Trade bldg. The Grain Dealers National Mutual Fire Insurance Co. will move about Mar. 16 to the new building.

Burrows, Ind.—Frank Justice, Oliver Glascock and Earl Stewart have bot the eltrs. at this place and at Woodville of Cloyd M. Kerlin and Charles N. Lane, the surviving members of the firm of Kerlin, Son & Lane.

Indianapolis, Ind.—Tho bitterly fought by the Hammond bucket-shop interests, aided by the Crumpacker lobby, the Wickwire anti bucket-shop bill passed the house by a vote of 74 to 5. It had passed the senate unanimously.

Westport, Ind.—Serious damage to Tyner & Stewart's eltr. was prevented by the timely discovery of a fire started, it is thought, from a cigar stub carelessly thrown into a box filled with saw dust where it had smouldered all night.

Indianapolis, Ind.—The Cleveland Grain Co. has equipped its eltr. her with two Ideal Hess Driers, having become convinced of the benefits of drying grain thru 6 years experience with a large Hess Drier in its Cleveland plant.

Terre Haute, Ind.—For the best display of hominy corn selected from wagons delivering corn at its eltr. during February and March the Hudnut Co. is offering premiums of \$60, and has aroused considerable interest among corn growers.

Fort Wayne, Ind.—At a meeting here the N-W Ohio and N. Ind. Grain Dealers Ass'n elected the following officers for the ensuing year: Pres. H. C. Tinkham,

Latty, O.; vice pres., Chas. Pierce, Van Wert; sec'y and treas., H. G. Pollock, Middle Point, O.

Indianapolis, Ind.—J. M. Brafford has resigned the secretaryship of the Indiana Grain Dealers Ass'n to take charge of his grain business at Winamac, Ind., and has been succeeded by J. W. McCardie, who is well known to the trade and an excellent ass'n worker.—H.

Indianapolis, Ind.—Senate Bill 260 making the selling of farm products upon which there is a lien, a felony was passed by a vote of 33 ayes to 10 noes and signed by the Governor, Feb. 25. No more will tenants and landlords be likely to rob grain buyers thru the old game.

Anderson, Ind.—The Union Grain & Coal Co. is completing its 50,000-bu. eltr., cereal mill and coal shed begun in Nov. The structures will be plastered with cement and equipped with up-to-date machinery and a car-puller installed in the basement eliminating the necessity of an engine's entering the building.

The bill making it a felony to sell grain and other farm products upon which there is a chattel mortgage or landlord's lien has been passed by both houses, signed by the Governor and thru its emergency clause is now in effect, so tenants hereafter convicted of this felony will rest in the state's prison one to three years and pay a fine. The essence of the law is quoted in our editorial pages. Grain buyers of the state should have it published in full in every newspaper of the state and post it in their offices.

INDIAN TERRITORY.

Tulsa, I. T.—Arthur & Wilcox are having corn eltr. built by the P. H. Pelkey Construction Co.

South McAlester, I. T.—The State Grain Co., incorporated, capital stock \$50,000; incorporators J. W. and E. L. Orr and T. B. Gray.

IOWA.

Woodward, Ia.—Mr. Conger will erect an eltr.

Lisbon, Ia.—Wes Fiala has bot the eltr. of W. J. Fiala & Co.

Read in "Letters from Dealers" column, bill to regulate the furnishing of cars.

Akron, Ia.—The Farmers Eltr. Co. has been organized with James Hughs as sec'y.

Des Moines, Ia.—The establishment of agricultural high schools in Iowa is proposed.

Thrall, Ia.—F. G. Booher has succeeded Mr. Listebarger as mgr. for the Northern Grain Co.

Chatsworth, Ia.—No cars are furnished us. Business is like Sunday.—Frank Wakeman.

Cedar Rapids, Ia.—A. C. Voss, of Belle Plaine, contemplates entering the grain business here.

Des Moines, Ia.—Joint freight rate bills have been introduced in the Iowa senate and house.

Superior, Ia.—I am no longer agt. for J. F. Dow & Co. L. Broderick is my successor.—J. C. Smith.

Des Moines, Ia.—The Iowa house has passed the Stillman bill to prohibit combinations by grain dealers.

Matlock, Ia.—The I. C. Ry. has after some delay granted a site to C. B. Brockway for the erection of an eltr.

Estherville, Ia.—B. B. Anderson has bot the interest of his partner, J. E. Moen, in the firm of Anderson & Moen.

Dysart, Ia.—H. A. Wiese & Co. are erecting 2 grain warehouses each 21x100 ft. and equipped with portable eltrs. near their eltr.

Perry, Ia.—James Welch, proprietor of the Perry Mills, has let the contract to erect an eltr. and mill. A 15 h. p. engine will be used.

Granville, Ia.—Metcalf & Cannon have accepted plans by Fred Friedline for grain eltr. and storage tanks to replace their burned plant.

Sioux City, Ia.—The contract for the erection of the 200,000-bu. terminal eltr. of the Terminal Eltr. Co. has been let to Frank Kaucher.

Mallard, Ia.—DeWolf & Wells and the Farmers Eltr. Co. have, respectively, bot the business of Ahmann Bros. and of the Tiedman Eltr. Co.

Williams, Ia.—F. W. Hartwig is conducting the business of Austin & Hartwig who operate the eltr. owned by the C. F. Austin estate.

Ellsworth, Ia.—The firm of W. H. Richards & Co. has been dissolved. The business will be continued by the junior partner, Joseph Olsen.

Des Moines, Ia.—Lamson Bros. & Co., members of the Chicago Board of Trade, have opened offices here under the management of Ward Case and C. H. Baker.

Des Moines, Ia.—Representative White has introduced a bill giving the state railroad commission power to establish joint thru rates of freight over connecting railroads.

Des Moines, Ia.—Representative Stillman's bill to prohibit combinations among grain dealers, which was reported in this column Feb. 10, has passed the house.

Long Point, Ia.—A Kubicek has let the contract for the erection of an eltr. here to the Younglove Construction Co. It will have 9,000 bus. capacity and gasoline power.

Duncan, Ia.—John Mraz has sold his eltr. and will engage in other business. F. T. Lapitz states that the house has been rented of the purchaser by the Reliance Eltr. Co.

Des Moines, Ia.—Farming will be taught by mail if the legislature passes Representative Lister's bill appropriating \$20,000 for a correspondence school of agriculture.

Hedrick, Ia.—Bowers & Yeager, of Mowavia, have bot the business of the Central Grain & Coal Co. together with the mill from Mrs. E. A. Crawford, and will remove here.

Anamosa, Ia.—J. K. Hale & Co. have replaced the horse power in their eltr. by electricity. A. C. Remley is mgr. for the company in which C. L. Niles owns the largest interest.

Alta, Ia.—The Farmers Eltr. Co. recently organized has made arrangements with the Alta Roller Mill Co. to handle its grain until a suitable building can be built or purchased.

Norway, Ia.—A. F. Tatge and Martin Studt of Luterne have bot the eltr. of L. J. Norland, the successor of the firm of Christanson & Norland, for \$4,000. Mr. Studt will be in charge.

Des Moines, Ia.—Representative Grier of Poweshiek has introduced H. F. No. 344 regulating the furnishing of cars to shippers and providing a minimum speed

for transportation. A clause in the bill provides that the railroads shall not be liable for failure to furnish cars when prevented from doing so by circumstances beyond their control.

Kirkman, Ia.—J. H. Schmid's new eltr. has 6 bins and is equipped with two stands of elevators and hopper scales. When his old eltr. burned Mr. Schmid converted a 132-ft. crib into a warehouse.

Des Moines, Ia.—An exhaustive investigation of freight rates in Iowa will be begun by the state railroad commission if the proposed appropriation of \$5,000 is granted. The bill has passed the senate.

Laurens, Ia.—The farmers in this vicinity have appointed W. P. Hopkins, chairman and H. E. Buck sec'y of their temporary organization and will soon be incorporated as a farmers eltr. company.

Hedrick, Ia.—The eltr. on the I. C. Ry. owned by J. W. Ayers of Houston, Tex., and leased by E. D. Hamlin, burned Mar. 2 with about 1,600 bus. of oats and 1,100 bus. of corn. C. S. Hicks is mgr. of the eltr.

Iowa City, Ia.—The G. Hummer Mercantile Co. intends to build a storage eltr. of 40,000 bus. capacity, of concrete, provided the 15,000 bus. concrete storage recently completely proves satisfactory. This small eltr. is built entirely of concrete, reinforced with steel rods.

Des Moines, Ia.—Senator Saunders' grain inspection bill provides that on petition of the owners of two or more eltrs., at a city having a railway terminal, the state board of railway commissioners shall appoint a chief grain inspector, to be remunerated by fees prescribed by the commission.

Everly, Ia.—We bought the St. John Grain Co. eltr. and the John Hill Lumber yard Sept. 1 and took possession at once. We are not a farmers eltr. company but an incorporated stock company with \$20,000 capital stock paid in. The stockholders are John Heuch, pres.; F. F. Ruge, sec'y, Lew Scharnberg, A. Sleeper and Peter Ketelson.—Everly Lumber & Grain Co.

Grain buyers now have an opportunity to help the farmer and themselves by promoting the use of better seed oats. The seed should be of a good variety, well selected and cleaned, and should be treated with formalin to prevent smut. The growers should be warned that the Iowa oats crop has been deteriorating and that better methods must be followed if the average yield is to be maintained, or increased.

Des Moines, Ia.—The monthly report to the Iowa Grain Dealers' Ass'n shows that only about 55 per cent of the cars required by the grain dealers have been furnished by the railroads taking the state as a whole, but the fact that shippers in certain localities have received all the cars needed means that the northern part of the state has received a much less percentage. The eltrs. and grain markets in that portion of the state have been closed considerable of the time during the month.—Geo. A. Wells, sec'y.

Des Moines, Ia.—The Iowa Railroad Commission in its forthcoming annual report will recommend better methods of operation. The commission says the movement of cars in transit shows great need of better methods of operation, and that cars are set out at side tracks en route and at division points to be picked up regardless of the order in which they were billed. That the same irregular method exists in switching in terminal

yards and that the handling of cars at large terminals is a most serious problem relating to car supply. The disposition and ability of the terminal eltr. to unload promptly is, however, also involved.

Swea City, Ia.—Chas. Rippe spoke before the Commercial Club recently and nailed several lies of the co-operative eltr. promoters. He stated that the objection of the regular grain trade is to the penalty clause, which is unlawful, un-American, contrary to public policy and contrary to the anti-trust law. Mr. Rippe called attention to the following resolution adopted by the board of directors of the Farmers Eltr. Co. of Farnhamville, Ia., on Sept. 15: Resolved that we do now, and shall hereafter ignore and will not hereafter enforce the penalty clause that is in our by-laws, deeming it unjust, unfair and un-American and we will work and vote for its repeal at our next annual meeting which occurs in March.

Ames, Ia.—Bulletins No. 86, "An investigation of the Commercial Feedstuffs," and No. 87, "Condimental Stock Foods and Tonics," have just been issued by the state college. Some of the leading commodities that have been examined are blood meal, the tankages, meat meal, cotton seed meal, flour and grist mill products, shorts, low grade flours, oat chop, oat bi-products, germ oil meals, calf meal. In each instance a discussion and table of constituents is given. These show the extent of adulteration and give a correct ranking of the different feeds. Bulletin 87 constitutes a careful and painstaking investigation into the stock food industry. It is an exposition of the claims of the various companies manufacturing these articles versus experimental results. The bulletins may be obtained by applying to C. F. Curtiss, director of the experiment station, Ames, Ia.

KANSAS.

Clifton, Kan.—The Murdock Grain Co. has leased the Farmers Eltr.

Topeka, Kan.—Guyer's bill prohibiting bucket-shops has passed the house.

Muscotah, Kan.—Luther Cortelyou was recently married to Mrs. J. H. Calvert.

Ottawa, Kan.—F. M. Flegler has purchased the business of the Ottawa Grain & Milling Co.

Kackley, Kan.—Leonard Nelson died recently at Concordia, following an operation for abscess of the lungs.

Topeka, Kan.—The maximum rate bill has been amended to make the corn schedule apply to hay shipments.

Topeka, Kan.—Stewart's bill for the importation of seed wheat by county commissioners has passed the house.

Atchison, Kan.—W. S. Washer has been elected first vice pres. of the Grain Dealers National Ass'n, to succeed Chas. Englund.

Gem, Kan.—P. S. Houston is having a 25,000-bu. eltr. erected by B. F. Roberts, and the house is to be completed by Mar. 25.—H. P. Anderson, mgr.

Mankato, Kan.—W. Kier, having formed a partnership with millers at Clay Center who have put \$2,000 into the business, will erect a 5,000-bu. eltr.

Nashville, Kan.—W. T. Hudson will go out of the grain business in view of the grain trade troubles and lack of cars to ship in.—W. C. Marymee, agt. Red Star Mill & Eltr. Co.

Topeka, Kan.—The senate has passed the Smith maximum freight rate bill, making a reduction of 15 per cent in the rates on wheat, corn, rye, oats, barley, millet, kaffir corn and alfalfa seed.

Pittsburg, Kan.—The safe of the Pittsburg Eltr. Co. was blown recently, the robbers getting only 15 cents for their trouble as Mgr. Scott leaves nothing of value in the safe over night.

Topeka, Kan.—Can it be Mr. Frasius was not invited to address the annual meeting of the Kansas Grain Dealers Ass'n? What is his grievance? Why does he persist in knocking the state Ass'n?—M. F. G.

Milford, Kan.—The Milford Mill & Eltr. Co. composed of D. D. Denver, pres., W. H. Beard, vice-pres.; Geo. H. Cook, sec'y and treasurer; R. P. Coons and others, recently organized, will erect a mill and a 12,000-bu. eltr.

Atchison, Kan.—The Burlington has placed an embargo against the Missouri Pacific. It is alleged that grain cars turned over to the latter for switching to local mills and eltrs. are stolen by the Missouri Pacific after having been unloaded.

Wichita, Kan.—The William T. Kemper Grain Co., of Kansas City, has brought suit against the American Grain & Flour Co., of this place, for \$2,200, claiming that the latter firm failed to deliver 28 cars of bran on contract, the market having advanced.

Athol, Kan.—The Athol Co-operative Grain Co. has let the contract to G. H. Birchard for the erection of a 23,000-bu. eltr. to be iron covered and equipped with 10-h.p. Fairbanks-Morse gasoline engine, rope transmission. No. 34 Barnard & Leas separator and hopper scale.

Chetopa, Kan.—I intend to revise my book "Weighing Grain Without Scales," and make it more explicit and more easily understood; but I will not be in shape to do it under two or three years, as I am writing a religious work in blank verse among the stars called the "Wanderer and Companion." It is on the order of Dante and Milton and yet it is altogether different.—Fred P. Miller.

Wichita, Kan.—Atty.-Gen. Fred S. Jackson on Mar. 4 filed a petition in the district court asking that the Southern Kansas Millers Commercial Club be dissolved, that the Southwestern Bureau of Information be disbanded as far as its business relations with Kansas millers and grain men are concerned, and that each one of the 133 firms, corporations and individuals named as defendants be enjoined from having anything further to do with each of these organizations or with forming any other of similar nature. In his petition the Attorney-General alleges that the Southern Kansas Millers Club is an unlawful organization.

KANSAS WEIGHING AND INSPECTION LAW.

Topeka, Kan.—The sections of the new grain inspection and weighing law, effective Mar. 2, containing the more important changes, are the following:

Sec. 1. That a department of record for the inspection and weighing of grain is hereby established, to be called The State Grain Inspection Department. Said department shall have full charge of the inspection and weighing of grain at all railroad terminals, public warehouses, or other points within the state wherever the business transacted will by the fees, provided by law, pay the salary of an assistant inspector and weighmaster, or

wherever, upon request by parties interested, to the chief inspector he may establish inspection and arrange that the officer in charge accept as full compensation for his services an amount equal to the whole revenue obtained at such a place.

Sec. 8. The fees shall be as follows: For inspecting and sampling each car load, 40 cents; for inspecting out of eltrs., 35 cents per car; for weighing into warehouses, mills or eltrs., 50 cents per car; for weighing out grain that has been previously weighed by the State where certificates are required, 25 cents per car; for weighing out where no certificates are wanted, 15 cents per car; provided when a public warehouse man is moving his own grain from one of his warehouses to another a fee of 15 cents shall be charged for weighing in; for re-inspecting where the former inspection and grade are sustained, 50 cents per car, and in all cases where extra samples of car lots of grain inspected are demanded the charge for each sample be 25 cents; provided that whenever track scales are provided by the eltr. or warehouseman suitable for weighing all grain in car load lots, all grain delivered to any such eltr. or warehouse shall be weighed by the state grain inspection department before the seal of the car in which it is loaded is broken; and thereupon such grain shall be tested, inspected and graded and after the grain has been removed from such car, the car shall by the department be inspected and again weighed by the department. The name and post office address of the consignor of such car when the same are known to the department shall within ten hours after inspecting such grain be mailed to the consignor with a statement of the gross weight of such car load of the test weight per bu. and the grade of such grain, and for each car so inspected and weighed on such track scales so provided by the eltr. or grain, the total net weight of such grain, warehouseman, the fee for weighing into warehouse, mills or eltrs. shall be 25 cents per car.

Sec. 13. The inspection or weighing of grain in this state, whether into or out of public warehouses or eltrs. or in cars, barges, wagons, or sacks, arriving at or shipped from points where state grain inspection is established, must be performed by such persons as may be duly appointed and qualified according to law, and any person who shall act as inspector or weigher of grain who has not been thus first appointed and qualified shall be guilty of a misdemeanor.

Sec. 19. That all eltrs. or warehouses located in this state in which grain is stored in bulk and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved, and doing business for a compensation, are hereby declared public warehouses.

KENTUCKY.

Glendale, Ky.—Farris & Farris contemplate erecting an eltr. and flour mill.

Louisville, Ky.—A petition requesting Joseph L. Clift to be declared bankrupt has been filed by the Princeton Eltr. Co. of Princeton, Ind., the Irvington Milling Co. and others who claim an aggregate amount of \$5,254 due them.

LOUISIANA.

Crowley, La.—The state feed inspector recently seized 157 sacks of bran con-

signed by the Star Mills of Texas to Hundley, Brooks & Bernard, alleging the feed had not been properly tagged.

New Orleans, La.—The Commissioner of Agriculture has brot suit for \$325 penalties against the Steinmesch Feed & Poultry Co., alleging violation of the act requiring certain kinds of feed to be tagged.

Lake Charles, La.—The Commissioner of Agriculture has recently brot suit against the Houk Grain Co. for \$2,500 in penalties for alleged violation of the state feed inspection law in shipping 400 sacks of corn chops not tagged.

New Orleans, La.—The Orleans Eltr. Co., which is the name under which the J. Rosenbaum Grain Co. operated the Chalmette Eltr., on Feb. 28, turned the house over to the New Orleans Terminal Co., the lease having expired. The eltr. hereafter will handle only grain arriving over the Mobile & Ohio and New Orleans & Northeastern Railroads.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to March 1 amounted to 3,918,394 bus. of wheat, 5,698,181 bus. of corn, 65,000 bus. of oats and 12,600 bus. of barley; compared with 848,034 bus. of wheat, 15,095,290 bus. of corn, 1,166,879 bus. of oats and 620,511 bus. of barley for the corresponding months of the previous year, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

New Orleans, La.—We are indebted to H. S. Herring, secy of the New Orleans Board of Trade, for a copy of the 24th annual report of the board, containing statistics of the trade of the port in grain and rice and a detailed statement of each separate consignment to the different foreign countries. A list of names of members is given. Among the many committee reports given is that of the grain committee, stating that the grain inspection department of the Board inspected during the crop year of 1905-6, 28,587 cars of grain inward and 25,604,419 bus. of grain outward, but that the outlook for business is not very flattering, owing to the bad condition of corn and the open winter. An increase is expected during the summer months.

NEW ORLEANS LETTER.

Exporters here are manifesting interest in the recent demand by European grain importers for the right to name a committee to arbitrate disputes regarding grain shipments.

New Orleans grain men are very much interested in the efforts being made by the Mobile & Ohio railroad to divert grain shipments thru Mobile. John E. Hall of St. Louis, a well-known grain man, has been named as the superintendent of elevators of the Mobile & Ohio railroad, with headquarters at Mobile.

The grain movement here has been very light in the last fortnight. This applies both to the inward and outward movement. Receipts have not been heavy and the eltrs. have been given comparatively little to do. Of the 400 cars of Illinois corn received in the last 14 days only about half has graded above contract grade the figures showing: 11 cars of No. 2; 224 cars of No. 3; 239 cars of No. 4 and 16 cars of no grade.

That the management of the New Orleans Terminal Co. which is a subsidiary company of the Frisco system and Southern Railway, has in contemplation the erection of a grain eltr. of 1,000,000 bus. capacity at Port Chalmette, is announced by Pres. A. J. Davidson of the Frisco

System, a director in the terminal company. This new eltr., it is said, will replace the present Port Chalmette structure.—K.

MARYLAND.

Emmitsburg, Md.—The Emmitsburg Ry. will erect near the station an eltr. with capacity of 5,000 bus. which will be operated by the firm of Frizzell & Boyle.

Baltimore, Md.—The newly appointed arbitration committee in the Chamber of Commerce is composed of Douglas M. Wylie, George T. Gambrill, William R. Hammond, Charles England and C. C. Macgill.

Hagerstown, Md.—Mathews & Scott, of Baltimore, have leased the eltr. of the Western Maryland Ry. and will take possession in a few weeks. They will succeed D. L. Kenly & Co. for whom receivers were recently appointed.

MICHIGAN.

Elba, Mich.—A. L. Dubois will operate an eltr. on the Grand Trunk Western Ry. Marion, Mich.—The Marion Grain Co. incorporated, capital stock \$8,000.

Lansing, Mich.—Representatives of grain dealers and millers recently appeared before the senate committee on railroads to advocate the passage of a reciprocal demurrage bill.

Lansing, Mich.—The committee on insurance of the Michigan legislature has recommended the passage of a bill, H. F. No. 135, providing for the incorporation or mutual fire insurance companies.

The car service committee of the Michigan shippers is urging shippers to put forth their united efforts to get the reciprocal demurrage bill reported out of the railroad committee, as, if voted on it will pass both houses.

MINNEAPOLIS.

The Central Linseed Co. incorporated, capital stock \$50,000.

The railroads have pleaded not guilty of rebating as charged by the government and their trial has been set for the April term of court.

Steel tank storage for 175,000 bus. capacity has recently been completed for the Pioneer Steel Eltr. Co. by the Minneapolis Steel & Machinery Co.

The Van Dusen-Harrington Co. has made claim against the Chicago & Alton R. R. for permitting the firm of Norton & Co., Lockport, Ill., to get possession of two cars of wheat consigned to their own order.

The North Star Malting Co. has let contracts for the erection of an addition to its plant 20x120 ft. brick and steel, hollow terra cotta and concrete, and is erecting a building 30x101 ft. The improvements will cost about \$60,000.

P. B. Smith, pres. of the Chamber of Commerce, has just returned from Hot Springs, Ark., where he consulted a Chinese clairvoyant and learned that wheat was going lower. He may be expected to visit the springs more frequently hereafter.

In the suit by the Chamber of Commerce to prevent the use of its continuous grain quotations by the bucket-shop firm of J. E. Wells & Co., the Supreme Court of Minnesota on March 1 reaffirmed a settled principle that the Chamber has property rights in its quotations, that posting the quotations in public places

does not make them public property. This follows the precedent set by court decisions in favor of the Chicago Board of Trade in numerous cases.

H. B. Borneman spoke at the recent convention of the Minnesota Farmers Exchange in favor of compulsory interchange of cars between railroads, to give the country shipper of grain a wider choice of markets, and prevent railroads issuing embargoes against other lines. O. G. Major, pres. of the Farmers Exchange, admitted the Exchange had been doing business on insufficient capital. Lack of capital was the reason the Exchange failed to obtain membership in the Chamber of Commerce.

Minneapolis now enjoys a rate on wheat and coarse grain from western Minnesota about 5 cents lower per 100 lbs. than the rate from the same points to Duluth. The proposed distance tariff will level the rates so that the rate to Minneapolis will be about $\frac{1}{2}$ cents under the rate to Duluth. Mills in the interior of the state, which have a milling in transit privilege, will be able to compete with those at Minneapolis on exactly the same basis of transportation cost. Consequently the big millers of Minneapolis are fighting the distance tariff. Their friends among the grain receivers sympathize with the millers but do not expect to lose business on account of the readjustment of rates.

MINNESOTA.

The reciprocal demurrage bill was introduced by the Minnesota Editorial Ass'n at its recent convention.

Stanton, Minn.—N. T. Austinson has taken charge of the eltr. he recently purchased from A. W. Swinton.

St. Paul, Minn.—The senate has passed Thorpe's bill to provide against fraud in issuing receipts for grain, hay or straw weighed.

Madelia, Minn.—The C. S. Christensen Co. has had a 36,000-bu. steel grain storage tank erected by the Minneapolis Steel & Machinery Co.

Sauk Rapids, Minn.—Ferdinand Neils has bot the Farmers Ass'n's eltr. for \$2,700. It is reported that he will place his son Emil Neils in charge of the house.

Ormsby, Minn.—Stockdale & Dietz Co. has succeeded the McIntyre-Ingold Co. The former company and the Great Western Eltr. Co. are the only regular dealers here.

Duluth, Minn.—Since the completion of its new steel house and concrete annex the Peavey Eltr. Co. has been made regular under the rules of the Board of Trade.

St. Paul, Minn.—The Mork bill requires concentrated commercial feeding stuffs to be labeled on each package with the analysis. The penalty for adulteration is \$25 fine or 30 days' imprisonment.

New Ulm, Minn.—The farmers in this vicinity, have organized the New Ulm Farmers Eltr. Co. with capital stock of \$20,000. The company will erect a 40,000-bu. eltr. on the right-of-way of either the M. & St. L. or the N. W. Rys.

St. Paul, Minn.—The grain and warehouse committee of the house has recommended that Carl's bill, giving the state railroad and warehouse commission power to enforce rules that country buyers must purchase grain from farmers on the legal weights per bu., be passed. Eltr. Inspector Feig declared that under the present law the board had no power to enforce the legal standard.

St. Paul, Minn.—Representative John G. Lennon has introduced a bill, No. 485, providing a penalty for giving a rebate or other favor by the officers, servants, agents or employees of any common carrier for the transportation of freight.

St. Paul, Minn.—The hay shippers have requested the state railroad and warehouse commission to require the railroads to place hay scales under cover. Track scales are none too accurate at their best, and become unreliable by exposure to the weather.

St. Paul, Minn.—A landlord's lien bill covering rentals and crops has been introduced by Representative Hollister and referred to the committee on judiciary. H. F. No. 647 legalizing certain proceedings heretofore taken for the drainage of lands has been referred to the committee on drainage.

Hayshippers who do not want Minnesota weights and inspection will be pleased to know that Attorney General Young holds that the little red stickers used by hay shippers bearing the words, "Not subject to state weight and inspection," constitute sufficient notice and warrants railroad in not placing cars loaded with hay and so tagged on public hay track.

St. Paul, Minn.—When grain has been sold in quantity prior to delivery, it would not be necessary, when the same is being hauled, to issue a ticket for each load. But if grain is hauled to a public eltr. for the purpose of being stored, or if nothing is said by the owner as to what disposition is to be made of it, a regular storage receipt should be issued and delivered for each lot or load received.—E. T. Young, Attorney General.

According to an opinion of Ass't Attorney General Stone, which is supported by Attorney General Young, the fumigation of barley in Minnesota by the use of sulphur is not unlawful if the quality of grain is not changed. He writes, If the proposed process will not interfere with the germinative and nutritive qualities of the grain treated and if, in addition to that, it cannot be made the instrument of fraud or deceit or other unlawful imposition on the public, it is not a proper subject of police regulation.

St. Paul, Minn.—A schedule of minimum carload weights for hay and straw has been established by the state railroad commission at the request of the Loftus-Hubbard Eltr. Co., as follows: Cars 30 feet and under, 16,000 lbs.; cars over 30 feet to and including 32 feet, 18,000; cars over 32 feet to and including 34 feet, 19,000; cars over 34 feet to and including 36 feet, 20,000; cars over 36 feet to and including 36 $\frac{1}{2}$ feet, 22,000; cars over 36 feet to and not including 42 feet, 24,000; and, cars 42 feet and over, 30,000 lbs.

St. Paul, Minn.—The Minnesota Legislature seems to have drawn on the cities of the state for its populistic destructionists—Ambrose Tighe, who introduced H. F. 366 providing for a tax on exchange sales or agreements to sell is from St. Paul. Cities afford citizens ample opportunity to form intelligent opinions of commercial methods, hence there is no excuse for Ambrose displaying such intense ignorance. He should move to Itasca county for he can never hope to do more than misrepresent the sensible people of the capital city.

The big shippers of the cities are petitioning the legislature to defeat the reciprocal demurrage bill. This is to be expected. An equal distribution of what few cars there are might work a hardship to them but it would help out the small ship-

pers who have been getting the short end of the car deal for so long. With a record of discriminating rates, rebates and favoritism in furnishing cars in favor of the city or "terminal" shippers for years, we think the members of the legislature will not be greatly impressed with the petition.—*Leader*, Long Prairie, Minn.

St. Paul, Minn.—The grain and warehouse committee of the house has favorably reported the following bill by Vollmer, S. F. No. 126: The Railroad and Warehouse Commission may determine when it is necessary for any person operating a local warehouse to keep the same open for business in order to properly serve the public. Any person operating such local warehouse who shall fail to keep the house open for business during the time fixed by the commission, after receiving written notice of the same, shall be deemed guilty of misdemeanor.

St. Paul, Minn.—The defense of the Northwestern Eltr. Co. to the suit by the state to collect taxes for 1905 on wheat in store in the company's eltr. at Minnesota Transfer was argued recently. The company in its answer admits that it had on hand in its eltr. on May 1, 1905, 29,190 bus. of wheat, but alleges that it was held in storage for the owners and was not the property of the defendant. The company alleges that warehouse receipts were outstanding for the full amount on the date of the assessment. On the first trial evidence was offered to show that while the company issued warehouse receipts for all the wheat received the receipts were redeemed in money and that the company treated the wheat in all respects as its own.

Duluth, Minn.—The members of the Duluth Board of Trade will ballot Mar. 13 on the following amendments to the rules: The unloading of any car of grain bought by sample, shall constitute acceptance by purchaser, provided that where, in the process of unloading, any portion of a car is found to be plugged or of quality inferior to that of sample upon which the grain was sold, the purchaser shall accept the portion of the car unloaded and the remainder shall be left in the car subject to the order of the seller, who shall be immediately notified by the eltr. company unloading. The purchaser of any car of grain who is not satisfied with the grade and dockage at which the purchase was made, shall have no right to call re-inspection or appeal the grade without notifying the owner in writing. The owner must then object or consent to the calling of re-inspection or appealing of this grain within one-half hour after receiving such notice.

St. Paul, Minn.—James McHugh addressed the tax committee of the Minnesota house recently against the Tighe bill, stating that the one great effect there would be to drive business away from the Minneapolis chamber into other states. The only other effect would be the annoyance. The trouble of affixing a stamp to every bill of sale, memorandum and agreement would be considerable bother and would necessitate an immense amount of clerical work. The amount of the tax would be charged to the farmer or grain dealer who had the wheat to sell, so they would have to bear the cost of the tax in the first place. In the second place, anything that increased the expenses of the exchange necessarily would increase the margin of profit that would have to be charged and thus make further reduction in the returns to the farmer. Much of the trading on the exchange is done by country millers. The tax would amount

to 80 cents on 10,000 bus. and this would be enough to drive them to the Chicago market when dealing in futures. The country miller is constantly in the market, and buying for future delivery.

St. Paul, Minn.—Henry Feig, state inspector of country eltrs. declared to the investigation committee that the North Dakota resolutions condemning the method of handling grain at Minnesota terminals was an unwarranted assault on the grain interests and the inspection department. F. E. Searle gave the committee a history of the trouble at Superior, Wis., with the Wisconsin inspection. After visiting the grain eltrs. at Minneapolis the committee reported: As to "grain hospitals," so-called, or, properly speaking, mixing houses: They are by no means inimical to the grain trade; the function of a grain hospital is to improve the condition of low-grade grain, which in its original condition might be unmerchantable. Instead of being an injury to the grain trade and to the producer who finds himself with a damaged crop on his hands, the grain hospital is a great benefit. It can hardly be considered a crime to improve the commercial value of any deteriorated commodity. Minnesota "grain hospitals," so-called, have improved the condition of thousands of bushels of Minnesota and North Dakota wheat. It follows that the owner and operator of such an institution is entitled to a just reward for his labor, and this he receives in the higher price he receives for the better grade of grain that he has established. We are, therefore, constrained to respectfully deny the request to amend our inspection laws in this respect. Evidence submitted to this legislature shows that the suction draft does not in any way affect the weight of the grain and the dockage taken. If producers in the first instance and primary eltr. men in the second instance would clean the grain before loading in car for shipment, there would be very little dockage to account for at terminal points. It is difficult to conceive of any remedy for a condition that has its inception at the primary market, or with the producer himself. The average dockage per bu. for wheat for ten years in this state was 19.8 ounces. Surely this amount cannot be called excessive. We are therefore again obliged to deny the necessity of any amendment to existing law, or the enactment of any new laws for the further regulation of grain dockage.

MISSOURI.

Fortescue, Mo.—Work has been begun by G. H. Birchard on the new iron clad eltr. for John H. Lynds.

Jefferson, Mo.—The Dowell bill taxing future deals where the commodity is not delivered has passed the house.

Mountain Grove, Mo.—Pearman & Shaver, of the Star Milling Co., contemplate erecting a large eltr. and wareroom this summer.

Jefferson, Mo.—The senate has passed the Ely bill making it a felony to operate a bucket-shop, and holding liable telegraph companies furnishing information to bucket-shops.

Kansas City, Mo.—The Board of Trade is trying to have the car service rules revised, and has requested that suitable regulations be embodied in the charters to be granted the railroads which contemplate enlarging their freight terminals.

Mound City, Mo.—The Mound City Eltr. & Grain Co., a new corporation of which Frank Goodnow is pres. and general mgr., has leased an eltr. on the Wabash Ry. for a transfer house.

Kansas City, Mo.—Goffe & Carkener insist that an Embargo is a tying up of business to work off spite between scrapping railroads and that Demurrage is a lubricator used to keep equipment moving.

St. Louis, Mo.—It is said the employees of the state grain inspection department have been contributing 5 per cent of their salaries toward the lobby at Jefferson City working for the state grain weighing bill.

Jefferson, Mo.—The supreme court has overruled the motion of F. H. Tedford to strike out the answer of the Missouri Railroad Commissioners to his petition asking that the board be required to certify to the court the records of its action dismissing Tedford from the position of chief grain inspector. The case will be set for argument.

St. Louis, Mo.—The Burlington recently issued the following order: Will not accept reconsigning orders of hay and grain cars to St. Louis or East St. Louis to tracks other than the C. B. & Q., the Terminal railway and the Wiggins Ferry. All grain of which disposition is not given in free time will be placed in eltrs. on our tracks to be unloaded on owners' account.

St. Joseph, Mo.—The St. Joseph grain market isn't what it was five years ago, and it soon will be a thing of the past unless we can get on an equal footing with the other towns. We will ask the Interstate Commerce Commission either to compel the railroads to give us the eltr. allowance or to abolish it elsewhere. Either action would put us on an equal footing with other markets on the river.—Henry Lichtig.

St. Louis, Mo.—The grain committee of the Merchants Exchange on Mar. 1 adopted a resolution requesting the directors to petition the Illinois Railroad and Warehouse Commission to do away with the dockage of 50 to 100 pounds from the weight of grain unloaded from cars at the East St. Louis, Ill., eltrs. where the deputies of the Illinois grain inspection dept. do the weighing. This dockage was recently done away with at Chicago and is losing ground in other markets.

Kansas City, Mo.—The embargoes by which the railroads seek to prevent their cars passing to connecting lines here, is attacked by the prosecuting atty., at the instance of the Board of Trade, in a suit filed Feb. 23 in the circuit court, and under which a temporary restraining order has been issued by the court against the 15 roads. The rule against the delivery of cars to connecting lines applies only to grain and is an unjust discrimination against this commodity. Unfortunately for the Board of Trade the courts have decided that in the absence of statutes prescribing the manner of interchange and giving security for the return of equipment the railroads can not be required to let cars go off their own rails and out of their possession.

Jefferson City, Mo.—The property owners of the state need to sit up and keep a vigilant eye on the insurance bills pending in the state legislature or the stock fire insurance companies will legislate all the mutuals out of business and raise the rate of insurance to a prohibitive tax. Senate Bill 448 is designed to annul the statutes relating to mutual insurance com-

panies so as to require that they have 30% of \$100,000 premiums in cash before they can start to write insurance. It also amends section 7,958 of the Revised Statutes of 1899 by inserting between the words "years" and "every," in the 21st line of said section, the following words: "provided, however, that companies exclusively confining themselves to insuring risks on property of a single line of industry or trade may take premium notes which shall not amount to more than five annual cash premiums as written in the policy, but such annual cash premiums shall not exceed five hundred dollars each, nor shall such notes constitute a lien on the property insured, and no policy shall be issued for a longer term than five years."

Jefferson City, Mo.—The stock fire insurance companies are making a vigorous effort to drive the town mutuals out of the state and one of their good friends in the state legislature with unlimited nerve has actually introduced a bill providing, That article XI of chapter 119 of the Revised Statutes of Missouri, 1899, be and the same is hereby repealed, and the following section enacted in lieu thereof: Section 8084. All town mutual companies heretofore organized under the laws of this state shall permanently cease the transaction of business on or before Jan. 1, 1908; and no town mutual company shall be permitted to transact business in this state after Jan. 1, 1908; and provided further, if any officer or agent, or employee, or person representing any town mutual company shall undertake to transact any business for any town mutual company in this state after Jan. 1, 1908, such person shall be deemed guilty of a misdemeanor, and any and all individuals violating the provisions of this act, if convicted of such violation, shall be subject to a penalty, for each violation, of a fine of not less than ten dollars nor more than one hundred dollars, or to imprisonment in the city or county jail, as the case may be, of not less than ten days nor more than six months, or to both such fine and imprisonment.

MONTANA.

Manhattan, Mont.—A steel grain eltr. of 70,000 bus. capacity has just been completed for the Manhattan Malting Co. by the Minneapolis Steel & Machinery Co. Grain from farmers' wagons and from cars is taken in by a steel working house having facilities for shipping in bulk or sacks to accommodate the company's considerable grain shipping business to the extreme west and the orient.

NEBRASKA.

Lyons, Neb.—Peter Heintzleman has purchased H. O. Boyd's eltr.

Lincoln, Neb.—The 2-cent fare bill was signed by the governor Mar. 6.

Orchard, Neb.—R. L. Drayton has succeeded A. S. Joyce as mgr. for the Atlas Eltr. Co.

Marion, Neb.—Powell & Nilsson have let the contract to G. H. Birchard for a 40,000-bu. eltr.

More Red Ears will be found in Nebraska grain offices next fall than are generally grown in the state.

Lincoln, Neb.—Senator Sibley has introduced a bill, S. F. No. 364, prescribing maximum rates on grain.

Lincoln, Neb.—The final hearing of the suit of the state against the Nebraska Retail Lumber Dealers Ass'n will be held

Mar. 18 at this city. At the last hearing the prosecution was weak and asked for more time.

Tecumseh, Neb.—Hotchkin & Landers are operating the mill and eltr. formerly operated by G. W. Wirt.—W. S. Bouton.

Tobias, Neb.—F. J. Uldrich has succeeded Uldrich & Co., and I have succeeded Taylor & Morgan.—W. H. Taylor.

Doniphan, Neb.—The 20,000-bu. eltr. for the West G. I. Live Stock Co., of Grand Island, is being completed by G. H. Birchard.

Dodge, Neb.—Geo. W. Westcott has bot the eltr. and mill of the Dodge Mill & Eltr. Co. and will remove here.—Theo. Ridder.

Mead, Neb.—The Wells-Hord Grain Co. of Schuyler has purchased the eltr. of Condit & Co and placed C. V. Beman in charge.

Straussville, Neb.—The Farmers Eltr. Co. has won its suit against the M. P. Ry. compelling it to lay a side track to the Farmers Eltr.

Lincoln, Neb.—Senator McKesson on Mar. 1 introduced a bill requiring grain dealers to report the prices paid farmers daily for grain to the state labor commission.

Benedict, Neb.—J. W. Myers & Co. having given up their lease, and James & Harbet, who have dissolved partnership, are no longer in the grain business. Their eltrs. are in very poor condition and have been idle for a long time.—A. Houston, mgr., Farmers Grain Ass'n.

Humphrey, Neb.—On a siding $3\frac{1}{2}$ mi. from this station the Omaha Eltr. Co. has erected an eltr. 24x26 ft, cribbed, on a concrete foundation. The Fairbanks-Morse Gasoline Engine is housed in a brick office and engine room. The plant was erected by G. H. Birchard.

Crab Orchard, Neb.—The Central Granaries Co. is overhauling their eltr., lowering the dump platform, adding office and engine rooms and replacing the steam engine with gasoline power. The sheller will be removed and all ear corn cribbed and shelled outside the eltr.

Prosser, Neb.—The 75,000-bu. eltr. of the Prosser Grain & Livestock Co., filled to the roof, gave way recently and 10,000 bus. of grain poured on the ground and over the tracks. It is feared that since no cars can be obtained on account of the car shortage, a heavy loss to the company will result.

Omaha, Neb.—The Trans-Mississippi Grain Co. has ordered a No. 6 Hess Drier and Cooler to be installed at once, and to be put into operation early in April. This machine will have a capacity of 10,000 to 15,000 bus. of damp corn daily, and its purchase is made necessary by the increased demand for kiln dried corn.

Lincoln, Neb.—The reciprocal demurrage bill which was introduced by Senator Sackett provides that railroad companies shall furnish cars within six days of the day of application. Failure shall subject the company to a fine of \$3 per day for each car. The same penalty applies to the shipper who fails to load the car within 48 hours. Forty-eight hours is given a consignee in which to unload cars.

Omaha, Neb.—The board of directors of the Grain Exchange has asked that the trading hall of the Exchange be located on the 17th street side instead of the Douglas street side of the new Brandeis building, as originally planned. W. W. Weekes of the Weekes Grain & Livestock

Co. has been recently elected to membership, having purchased the membership of the late Edward Rosewater.

Bloomfield, Neb.—The Peavey Eltr. Co. has sold its 23 eltrs. on the Omaha road in northeastern Nebraska. Twenty of the houses were disposed of to Sherman Saunders and J. F. Weststrand of Bloomfield, for about \$150,000, and they will organize a company to operate at the following stations: Bloomfield, Waukon, Magnet, Randolph, Carroll, Wayne, Wakefield, Emerson, Thurston, Pender, Bancroft, Craig, Herman, Lyons, Blair, Winslow, Hartington, Coleridge, Laurel and Concord. The Peavey Eltr. Co. writes that "This company now owns no property in northeastern Nebraska. We expect to turn over this property to our successors some time in the month of May."

NEW ENGLAND.

Berlin, Conn.—Frank Slater contemplates erecting a large eltr.

Marlboro, Mass.—The Marlboro Grain Co. will erect a 25,000-bu. eltr. 60 ft. in height to be completed about June 1.

Nashua, N. H.—O. B. Tilton's eltr. recently burned involving a loss of about \$5,000 partly covered by insurance. The large stock of grain was ruined by water.

Forest Hills, Mass.—The demurrage rule of the New York, New Haven & Hartford R. R., allowing only 96 hours free time for unloading cars, has been upheld by the court in the suit by Robert L. Michie for \$1,000 damages for alleged discrimination.

St. Johnsbury, Vt.—E. T. & H. K. Ide are raising the cupola of their eltr. to get in an automatic scale of new design made by E. & T. Fairbanks & Co. The company's new mill building is constructed of rock-faced cement blocks, and the machinery is driven by electric motors.

Boston, Mass.—The Grain Dealers Mutual Fire Ins. Co., being organized in this state, will serve the grain trade at cost. It is to be a New England company with as many directors from outside the state as the statutes will allow. Not over \$4,000 will be written on any one risk nor more than 50% of the total insurance on any single risk. Cash premiums at the same rates as those of the stock companies will be required at the start, but it is hoped to reduce the cost by dividends later.

NEW YORK.

Buffalo, N. Y.—Dudley M. Irwin has removed his offices to Room 117 of the new Chamber of Commerce building.

Buffalo, N. Y.—Frederick L. MacLean, formerly of New York, who has been mgr. for the Electric Eltr. & Milling Co. for the past year, died very suddenly last week.

Buffalo, N. Y.—The Francis Perot's Sons Malting Co., of Philadelphia, Pa., will erect, in connection with their new malting plant here, an eltr. not of steel, as reported, but of reinforced concrete.

Albany, N. Y.—Grain Inspector William R. Conley has reported a falling off in the number of cars of grain inspected here during the past year. The cause of which is said to be due not to a falling off of business but to the car shortage.

Albany, N. Y.—The Board of Trade has elected the following officers: Lawrence T. Ingram, pres.; Frank B. Coombs,

vice-pres.; Willard E. McGarg, secy.; William L. Brooks, treas., and Daniel C. Bennett, John A. Becker, Edward A. Durant, Theodore H. Waterman and E. M. Carpenter, arbitration committee.

New York, N. Y.—While European importers continue to buy grain right along under present terms exporters here will make no overtures toward the creation of an international arbitration board. Foreigners when offered guarantee that corn will arrive in good condition, at slightly higher cost, nearly always accept the lower offer, appearing to prefer to take their chances.

Albany, N. Y.—The Heacock car service bill, which has passed the upper house of the New York assembly, if enacted, will go into effect July 1. Sec. 48b provides that when a shipper who is not indebted to it for prior car service charges, makes oral or written application to a railroad company for a car other than car of designated marks or of unusual construction, height, length or capacity, stating the character of freight and its final destination, the railroad company shall furnish such car within four days from seven o'clock ante meridian the day following such application, not including Sundays or legal holidays; or when the shipper making such application specifies a future day on which he desires to make a shipment, giving not less than four days' notice thereof, computing from seven o'clock ante meridian the day following such application, not including Sundays or holidays, the railroad company shall furnish such car on the day specified in the application. To facilitate the making of the application in writing, every railroad doing business in this state shall provide suitable blanks for that purpose to be kept in all freight offices. For every failure to furnish such car or cars, the railroad company so failing shall forfeit and pay to the shipper applying therefor damage at the rate of one dollar per car per day or fraction of a day, for the time during which the railroad shall remain in default in the performance of the duties herein required, upon demand in writing made within thirty days thereafter by the shipper; and the railroad company shall make payment within thirty days after demand.

NORTH DAKOTA.

White Earth, N. D.—The Farmers Eltr. Co. is building an addition to its eltr.

Dazey, N. D.—I shall erect eltrs. at Noonan (no P. O.) and Stampede (no P. O.)—A. Gad.

Poland, N. D.—The Northland Eltr. Co.'s eltr. containing about 22,000 bus. of wheat burned recently.

Gackle, N. D.—A. F. Lehr will erect a 50,000-bu. eltr. this summer.—J. H. Meyers, agt. Powers Eltr. Co.

Wyndmere, N. D.—The Osborne-McMillan Eltr. Co. has reopened its eltr. and procured the services of O. Nygard as buyer.

Courtenay, N. D.—Wheat is spoiling in the outside bin of the Royal Eltr. Co. on account of the scarcity of cars to ship out the pile.

Bismarck, N. D.—The reciprocal demurrage bill has been concurred in by both houses and is ready for the governor's signature.

Bismarck, N. D.—A bill requiring warehousemen to report to the commissioner of agri. has been reported intro-

duced in the legislature by Senator Regan and is known as S. B. No. 326.

Alsen, N. D.—E. B. Hove has resigned his position as grain buyer for the Northland Eltr. Co. to become mgr. for the Farmers Eltr. Co.

OHIO.

Pikeville, O.—I have sold my eltr. at this place to Fox & Sipple.—D. Kester.

Findley, O.—Elbert S. Whitney is the new secy. of the Ohio Hay & Grain Co.

Bailey, O.—The Toledo Grain & Milling Co. will not rebuild its eltr. burned Feb. 4.

Lemert, O.—The Sycamore Milling Co. has succeeded the Lemert Grain & Milling Co.

Cleveland, O.—Robert G. Gill was fined \$350 on Mar. 2 for operating a bucket-sho.

Lima, O.—Sheets & Paul, of Botkins, contemplate erecting an eltr. here this spring.

Columbus Grove, O.—Eli Henderson died recently of pneumonia. He was 77 years of age.

Columbus, O.—The annual convention of the Ohio Shippers Ass'n will be held at this city Mar. 26.

Tontogany, O.—J. S. Phillips recently suffered \$25 loss by fire on the roof of his eltr. from locomotive sparks.

Toledo, O.—Fred Mayer has been elected second vice pres. of the Grain Dealers National Ass'n, to succeed Mr. Washer.

Hamler, O.—Fred G. Arps has canceled the contract for the erection of his steel eltr. at Fisher's Spur. No building has been done.

Huntsville, O.—W. J. Robb, who formerly operated the grain eltr. at Zanesfield, has engaged in the hay and straw business here.

Cincinnati, O.—The Cincinnati Grain Co. has awarded the Burrell Engineering & Construction Co. the contract for plans for a new eltr.

West Alexandria, O.—The Twin Valley Milling & Eltr. Co. incorporated; incorporators Frank D. Copp, J. H. Jordan, C. S. Waters and J. B. McClean.

Kenton, O.—Joseph Timmons is remembering his friends in the trade with one of the handsomest calendars of the season—the Boileau Season Calendar.

Burgoon, O.—The Sneath & Cunningham Co. has just installed some new machinery in its eltr. It was put in by the Burrell Engineering & Construction Co.

Zanesfield, O.—I have sold my eltr. here thru my advertisement in the Grain Dealers Journal to G. W. Weltner of Shreve, O., and have removed to Huntsville.—W. J. Robb.

Huntsville, O.—Keller & Gebby, of Bellefontaine, with I. C. Miller and George Wonders have bot the eltrs. of Hugh Johnson & Co., at this place and at Richland for \$20,000. Clint Johnson will be in charge of the business here and J. F. T. Miller mgr. at Richland, while Mr. Hugh Johnson on account of failing health will retire, settling on a farm.

Cincinnati, O.—The Early & Daniel Co. has purchased the 22,000-bu. eltr. and business of the Brown & Patterson Co. for about \$25,000. The eltr. is on a leasehold on the Pennsylvania Ry. and the purchasers intend erecting the coming summer a large addition to the plant which

they will operate as a branch house continued, probably, under the management of Frank Brown.

Middle Point, O.—The car situation in Ohio is extremely bad and it is impossible to get enuf box cars to keep the eltr. open. We have been loading 75% of our corn in slatted stock cars in the ear, and in that way can keep the business going. Corn has been moving freely, and it is only with extra effort that we can keep it moving. Eltrs. in our county have been closed three weeks, not having had a single car to load during that time.—Pollock Grain Co.

OHIO LETTER.

Waldo, O.—The Waldo Hay & Eltr. Co. has replaced its gasoline engine with steam power.

Hilliards, O.—T. M. Latham's eltr. burned Feb. 27 at noon. A loose bucket had caused a choke up which resulted in friction at the head causing the fire.

Osgood, O.—Alexander Bros. have installed steam power to replace the cable which carried the power from one eltr. to the other. They will build a modern eltr. next summer.

Rockyridge, O.—The Ottawa County Co-op. Co. which has been operating a small eltr. the past 2 years has bot the Kingham Mill and Eltr. The machinery is being removed from the mill which will be used as an eltr.—O.

TOLEDO LETTER.

Upper Sandusky, O.—The milk rice plant has been sold to Robert M. McCullum of New York.

Delphos, O.—Charles Botzum, of Botzum Bros. of Akron, was here recently looking over the ground preparatory to starting work on their eltr. to be erected here.

Cash wheat is slow and Toledo dealers are held up because of the car famine. Country mills thruout northern Ohio are picking up small orders of wheat and seem to be more favored by the railroads than those who do a wider business.

The Merrell Co., capital \$150,000, has been incorporated by John B. Merrell, W. Emery Rook, Samuel Kohn, L. M. Morgan and Charles A. Northrup, to take over the business of the Co-Operative Merchants' Co. and deal in seeds.

The Ohio Grain Dealers Ass'n in conjunction with the Ohio State University will send out another party to promote the improvement of crops this year. Farmers are very much interested in the plan and it is said that much good resulted from the trip last year.

Moffitt Station, O.—Fifty thousand bus. of shelled corn are expected to spoil in the eltr. soon unless the cars can be procured to move the grain. This eltr. is only one of many that is in the same condition. For weeks the owners of the grain have been trying to secure cars to move this big pile of corn.

At a meeting of the freight committees of Toledo and Sandusky held in this city a week ago grain rates between Toledo and New York were checked up on the basis agreed upon. This new basis makes an advance in the rate of one and one-half cents to New York and is on the basis of 19½ cents on domestic and 19 cents on foreign shipments between Chicago and New York.—H. S.

OKLAHOMA

Hunter, Okla.—The car shortage is still as bad as ever.—D. K. Sterrett.

Guymon, Okla.—We have sold our business to the Hunt-Alexander Grain Co.—Jackson Bros. & Co.

Pond Creek, Okla.—It is reported that Frank Schoonover and associates contemplate erecting a \$6,000 eltr.

Hitchcock, Okla.—Dave Schubber of Ferguson is going to move his eltr. from that place to this.—E. G. Black.

Binger, Okla.—The Binger Gin Co. has let the contract for a 25,000-bu. eltr. and corn and meal mill to J. A. Horn.

Oklahoma City, Okla.—The Wheatland Grain & Lumber Co. has increased its capital stock from \$25,000 to \$30,000.

Jefferson, Okla.—The Home Grain Co.'s cribbed eltr. containing 17,000 bus. of wheat and 3,000 bus. of corn collapsed recently causing a loss of about \$4,000. Carl Hippie is the mgr.

Guthrie, Okla.—E. W. Shupe is charged by the Union Grain Co. with having obtained \$30 under false pretenses in that a car of oats he sold was short weight. Shupe bot the car from the Capital Grain Co., and claims he never saw the car during the course of the transaction. The members of the Capital Grain Co. are testifying for Shupe.

PENNSYLVANIA.

Pottstown, Pa.—S. B. Wagner & Co. have been fined \$100 for violating the law requiring feed to be tagged with the analysis.

Pittsburg, Pa.—D. G. Stewart & Geidel are defendants in a suit for \$20,000 damages brot by the widow of an employee fatally injured in their Iron City Eltr.

Pittsburg, Pa.—The Macdonald Co. has engaged in the commission business in grain, hay and mill products, with offices in the Apollo bldg. The firm is composed of D. Macdonald and M. H. Hoting, the former having severed his several years' connection with F. N. Macdonald & Son on Jan. 1.

PHILADELPHIA LETTER.

A new committee room on the second floor of the Bourse is being fitted up for the Commercial Exchange.

A modified bill for a new department of the city to have entire control of all the wharves, docks and piers will be passed at the present session of the Pennsylvania Legislature.

A location in the Bourse is to be made ready for the use of damp grain inspection by the U. S. Dept. of Agri., and a complete set of moisture testing apparatus will be installed.—S. R. E.

SOUTH DAKOTA.

Leola, S. D.—The Pacific Eltr. Co. is erecting an eltr.

Hecla, S. D.—Andrew Armour has bot the business of J. E. Boundy.

Leola, S. D.—Reagan & Hooper, of Eureka, will build an eltr. here.

Elkton, S. D.—The Farmers Eltr. Co., recently incorporated, will erect a 30,000-bu. eltr.

The house has passed the bill for the opening of the lands in the Rosebud Indian Reservation in South Dakota.

Bard, S. D.—Mr. McLaughlin, of Chancellor, will soon take possession of the eltr. formerly owned by F. H. Lynn.

St. Lawrence, S. D.—The State Board of railroad commissioners, in the case of H. M. Miller, of Miller, has given the

railroad 90 days to comply with Mr. Miller's request to lay a side track to the eltr. he recently purchased.

Butler, S. D.—A temporary farmers eltr. company has been organized with F. L. Ihrke, pres., and N. B. Bjeck, secy.

Big Stone, S. D.—John F. Schwantes and O. W. Kuederling have purchased and taken possession of Breckenridge & Santelman's eltr.

Ward, S. D.—Since Frank O'Conner, of Flandreau, will soon enter the grain business here, those heading the movement to organize a farmers eltr. company have given up the project.

Toronto, S. D.—The Farmers Alliance Eltr. Co. will erect a 30,000-bu. eltr. to take the place of the 25,000-bu. house recently burned. The company has about \$6,000 in its treasury.

Hurley, S. D.—The addition on the side of J. H. Farnsworth's eltr. containing over 5,000 bus. of oats burst recently. Cars were available and Mr. Farnsworth was enabled to save the grain.

Emery, S. D.—Durisch & Fissell have dissolved partnership, P. T. Fissell having bot the interest of Mr. Durisch who has purchased Andrew's & Barton's eltr. at Plankinton. Both deals go into effect April 1.

Herrick, S. D.—The farmers in this vicinity have secured an eltr. site on the Bonsteel-Tripp county extension of the C. & N. W. Ry. and, it is reported, will begin the erection of an eltr. at an early date.

Herreid, S. D.—Jas. G. Brady's warehouse containing about 5,000 bus. of wheat recently slipped off its foundation and, bursting, scattered several hundreds of bus. of the grain on the ground. Very little has been saved, making the resulting loss a heavy one.

Sioux Falls, S. D.—The South Dakota Railroad Commission has issued an order, effective March 15, reducing freight rates 10% in the lettered and numbered classes. Most commodity rates are unchanged. The Commission has adopted the Minnesota commodity rate in all instances where that rate is not higher than the South Dakota rate on the following commodities: Grain seed, flour, horses, mules, sheep and hogs.

Oldham, S. D.—The Co-operative Farmers Eltr. Co. is alleged to have committed an act of bankruptcy by giving a chattel mortgage on all of its property to J. J. Adkins to secure \$4,500. The company has debts of \$3,000, allege the petitioners, T. R. Yoder, Albert Kochne and Thomas W. Rae, who have asked the court to declare the co-operative concern bankrupt. Judge Carland of the federal court has cited the officers of the company to appear in court March 12 to show cause why the petition shud not be granted.

Tyndall, S. D.—The eltr. of the McCull-Webster Co. was threatened with destruction recently by a fire of an unusual character. The large gasoline tank well settled in the ground near the eltr. had been filled and thru an oversight left open allowing the oil to ooze out over the melting snow making a rapidly enlarging little lake. A bystander threw a lighted match into the liquid and a flame shot a hundred ft. into the air imperiling the eltr., which was saved only by rapidly heaping snow against it while the impromptu fire works exhibit twinkled out of existence almost as quickly as it appeared.

SOUTHEAST.

Atlanta, Ga.—A bucket-shop operator was recently prosecuted under the new Boykin law and fined \$1,000.

Constitution, Atlanta P. O., Ga.—E. J. Costley's warehouse on the Southern Ry., containing considerable grain and feed, burned Feb. 11, causing a loss of \$2,700 with \$2,200 insurance. Thieves had entered the house and, it is thought, fired it after committing robbery.

Montgomery, Ala.—The reciprocal demurrage bill was signed by the governor Mar. 1. This bill provides, among a great many other things, that shippers shall be supplied with cars demanded and the roads are penalized if they fail to supply the cars in the same way that shippers are forced to pay for delay in unloading. It is stipulated in the bill that the railroad must furnish up to three cars in two days after the request is made in writing, three to ten cars in 5 days, and 10 to 25 cars in 10 days. No shipper can make demand for over 25 cars at one time. The fine is \$1 per day, and the total is not to exceed \$10. Any shipper who makes other than a bona fide demand for cars, securing them and not needing them, will be subject to a fine of \$50.

TENNESSEE.

Columbia, Tenn.—Dale Bros. have succeeded Flemming & Rea.—J. C. Rea.

Nashville, Tenn.—The state railroad commission has issued an order directing the railroads to interchange cars.

Chattanooga, Tenn.—Samuel Johnson, formerly in the grain business here, died recently at the age of 60 years. He leaves a wife and sister.

Nashville, Tenn.—The Valley Cotton & Grain Co. incorporated, capital stock \$75,000; incorporators G. F. Pitts, F. E. Pitts, L. C. Strong and T. Bagely.

Nashville, Tenn.—The Tennessee Eltr. & Storage Co. has succeeded the Tri-State Co. with capital increased from \$1,000 to \$15,000. The company is connected with the Tri-State Milling Co.

Nashville, Tenn.—The Nashville Terminal Co. in which the Southern and I. C. Rys. are interested, will erect a warehouse 70x200 ft. to be used for storing sacked grain and hay at the cost of about \$1,900. The warehouse will be located near the company's new 1,000,000-bu. eltr.

Humboldt, Tenn.—George S. Hardy, T. F. Stubbs and P. E. McKenna of the Hardy Grain Co. of St. Louis, have purchased and taken possession of the 50,000-bu. eltr. and mills of the Humboldt Mill & Eltr. Co. The St. Louis concern has recently increased its capital stock from \$100,000 to \$150,000.

Clarksville, Tenn.—The Dunlop Milling Co. has brot suit against the Louisville & Nashville R. R. to recover \$200,000 damages for the burning of its grain in steel tanks and the destruction of its mill by fire starting from sparks from a locomotive engine. The Dunlop Milling Co. has let the contract to the Barnard & Leas Mfg. Co. for the erection of concrete grain storage tanks.

TEXAS.

Amarillo, Tex.—The Star Mill & Eltr. Co. has let the contract to the P. H. Pelkey Construction Co. for the erection of a grain eltr.

Electra, Tex.—Repairs on their plants will be made by the Wichita Mill & Eltr. Co. and the Farmers Union Eltr. Co.—B. H. Smith.

Galveston, Tex.—The Galveston Board of Trade has adopted the uniform rules for grading grain established at the December meeting of the Uniform Grades Congress at Chicago, to go into effect June 1, 1907.

Beaumont, Tex.—The outer door of the safe of the Houk Grain Co. was forced Feb. 19 by thieves who were evidently frightened away as the inner door was left intact. The safe contained several hundred dollars.

Ft. Worth, Tex.—The Burleson Mill & Eltr. Co., of Burleson and North Ft. Worth, incorporated, capital stock \$25,000; incorporators J. A. Stephenson and M. Swanson of this point and G. W. Branson and W. P. Lace of Burleson.

Houston, Tex.—A rice eltr. of cribbed construction, 60x70 ft., will be erected in connection with a new rice mill by the Pritchard Rice Milling Co., Jonathan Lane, pres.; Paul F. Pritchard, sec'y-treas. The architects are Hayes & Jones.

Fort Worth is in great need of several additional eltrs. There has been some talk of the erection of two new eltrs. here at an early date. Several good grain concerns had representatives here looking for a suitable location.—Smith Bros. Grain Co.

Galveston, Tex.—Exports from Galveston from Sept. 1 to March 1 were 8,727,133 bus. wheat and 2,888,407 bus. corn; compared with 3,046,323 bus. wheat and 10,189,430 bus. corn for the corresponding period of 1905-06.—C. McD. Robinson, chief inspector, Galveston Board of Trade.

Fort Worth, Tex.—The Texas legislature is to be asked to appropriate \$20,000 for an investigation of the ravages of the green bug on the grain crops, with a view to preventing the depredations of this insect on the wheat and oats crops of the state. H. B. Dorsey, secy. of the Texas Grain Dealers Ass'n, has sent letters to members asking their co-operation in obtaining the required fund.

UTAH.

Ogden, Utah.—The Riverside Mill Co. incorporated, capital stock \$15,000; incorporators H. C. Boon, pres., N. Knudson, vice-pres., treas. and mgr., and C. J. Doon, secy.

Salt Lake, Utah.—The Salt Lake Mill & Eltr. Co. of North Salt Lake City has completed a steel grain storage plant consisting of 5 tanks with 40,000 bus. capacity. Grain is received from cars thru a small working house and spouted to the mill. The plant was erected by the Minneapolis Steel & Machinery Co.

WASHINGTON.

Waverly, Wash.—The farmers in this vicinity contemplate organizing for the purpose of building an eltr.

Oakesdale, Wash.—A number of farmers about here have taken stock in the Independent Grain Co. of Seattle. The funds thus raised will be used for the erection of an eltr. here.

Walla Walla, Wash.—A bill has been introduced in the legislature requiring the whole amount of the purchase price to be paid with orders on the prison bag factory for grain bags. Under the old law only 10% of the amount was required to be paid. Instead of remitting in advance many wheat growers will prefer to buy bags of local grain dealers.

WISCONSIN.

Milwaukee, Wis.—Charles Zaumeyer and Alfred J. Meyer have been elected to membership in the Chamber of Commerce.

Milwaukee, Wis.—The Wisconsin Grain Dealers Ass'n will probably hold its annual meeting in July.—M. H. Potter, secy.

Milwaukee, Wis.—This place needs more storage room. I understand the Rialto Eltr. is full to the roof.—A. O. Lyman.

Lakemills, Wis.—The warehouse of Hubb & Mills sustained some slight damages from fire recently believed to have started from an overheated stove.

Milwaukee, Wis.—F. Carlton Smith, of the Smith Grain & Feed Co., recently incorporated, was for many years with the Milwaukee Eltr. Co. D. A. Edgar is also associated with the new firm.

Milwaukee, Wis.—Lyman & Jahns succeeded the Lyman Grain Co. March 1. They will do a general receiving and shipping business, and handle grain and feed. D. H. Jahns was formerly connected with the Goemann Grain Co.

Milwaukee, Wis.—Altho the car situation is bothering us here you will find that shipments into Milwaukee are promptly handled. The average detention of cars is not over five days, and many times it is less.—W. M. Bell.

Milwaukee, Wis.—Henry Wissbeck & Co. have engaged in the receiving and shipping business in grain and feed with offices in the Chamber of Commerce building. Mr. Wissbeck is a member of the Chamber and was formerly connected with F. Kraus & Co.

Milwaukee, Wis.—The car situation is easing up and I think hay will go lower. If cars could have been gotten so that all the hay in the country that is ready might have been shipped to market hay would be \$1.00 a ton lower. One-half of the hay crop is yet to be marketed in Wisconsin.—W. J. Armstrong.

Emerald, Wis.—The car situation is pretty bad. At least 100 carloads of hay are ready to be shipped at this station and at Cylon. The dealers will lose from \$10 to \$20 per car. Cars are not left on the sidetrack any length of time and we wait 20 to 30 days for grain cars.—O. J. Amundson, agt., Northern Grain Co.

Plymouth, Wis.—Our business will be conducted under the firm name of J. H. Timm Co., effective March 10, with the following members: J. H. Timm and L. A. Kaestner who have been connected with the firm since its organization and L. W. Tillotson and O. W. Timm. C. L. Husen has disposed of his interest.—Husen Bros. & Timm Co.

Milwaukee, Wis.—A general bullish feeling predominates in this city on oats, corn and barley. On account of the enormous demand from the shippers, brewers and maltsters for barley at the present time, this cereal engenders more interest and activity on the board than any other product. Many Chamber of Commerce members predict 75c barley.

Milwaukee, Wis.—The Chamber of Commerce will not establish a sampling buro as the Board of Directors have vetoed the proposition. All members are not satisfied as is evidenced by letter of "Fair Play" in this number. The directors of the Chamber of Commerce adopted the following resolutions Mar. 2 by a vote of 7 to 1: Whereas, In reference to a petition in behalf of the official sampling of grain by the Chamber of Commerce the

committee on rules to which the matter was referred by the board of directors has had the matter under consideration and has made diligent effort to frame amendments to the rules in order to carry out the purpose and has reported the result to the board of directors; and whereas, hearings have been held at which was manifested a radical disagreement on essential points between the millers, maltsters, and brewers on the one hand and the representatives of the country shippers on the other hand, so that no result mutually satisfactory seems probable; therefore be it resolved, by the board of directors that no further action be taken in the matter.

providing a penalty, has been introduced in the Michigan legislature by Representative Bunting. The bill is House Bill No. 158 and has been referred to the committee on judiciary.

Illinois' seed crops for 1906 as reported by the State Board of Agri. included 58,576 bus. timothy seed, 40,189 bus. clover seed, and 30,560 bus. Hungarian and millet seed; compared with 64,625 bus. timothy seed, 29,913 bus. clover seed, and 30,974 bus. Hungarian and millet seed for 1905. The crop of timothy seed in Illinois is the smallest on record. The crop of clover seed was below the average of the past 8 years.

The stock of clover seed at Toledo is disappearing. Total shipments reported this season are as large as the total receipts. Farmers' deliveries here have been very small. Shipments out are generally in larger bags than the receipts. Stock left over from last season was estimated at around 8,000 bags. That should be about our present stock if the shipments have been correctly reported. The demand here has been good, shipments past week being nearly as large as year ago, but partly seed delivered upon March. There is still some shortage also on April.—C. A. King & Co.

Aside from the importation of large quantities of trefoil and Canada bluegrass which are used principally as adulterants, hundreds of thousands of pounds of low grade alfalfa and red clover seed are brought into the United States every year from Europe. It must not be understood that all of the red clover and alfalfa seed imported into the United States is of poor quality, for much of it is high grade seed. The importation of low grade seed, however, should be discontinued, and this can be best accomplished by our farmers refusing to buy seed of this kind.—J. W. T. Duvel, U. S. Dept. of Agri.

Chicago received during the week ending March 9, 1,261,000 lbs. timothy seed, 363,000 lbs. clover seed, 449,000 lbs. other grass seeds and 18,900 bus. flaxseed; compared with 74,100 lbs. timothy seed, 182,000 lbs. clover seed, 591,000 lbs. other grass seeds and 22,500 bus. flaxseed for the corresponding week of 1906. Shipments for the week have been 491,000 lbs. timothy seed, 54,000 lbs. clover seed, 1,364,000 lbs. other grass seeds and no flaxseed; compared with 526,000 lbs. timothy seed, 82,000 lbs. clover seed, 1,492,000 lbs. other grass seeds and 2,500 bus. flaxseed for the corresponding week of last year.

You can take a sample of seed corn, grow half of each ear on land of only medium quality and the other half on very rich land of the same kind and in the same neighborhood, and in two or three years you will have what seems to be almost a different type of corn. For corn will adapt itself not only to the season and the rainfall, but to the available food supply in the soil. The richer the land, the larger the ears; while the poorer the land, the smaller the ears. This explains two things: First, why seed corn is said to run out. It is not the corn that has run out, but the land, and the corn is trying to creep down to the capacity of the land. It also furnishes an explanation to the fairly well established fact that it is not wise to take seed corn grown on very rich bottom land and put it on thinnish hill land.—Wallace's Farmer.

The clover seed bulls this year seem to have more confidence. Many think April just as good property as March. No doubt the principal reason for it is that

Seeds

Seed dealers look for the sowing of a large acreage of alfalfa in Kansas this year.

Imports of clover seed into New York for the week ending March 9 were 5,973 bags of clover seed and the exports 1,400 bags of alsike.

The committee on clover seed of the Baltimore Chamber of Commerce for the ensuing year is composed of Joseph O. Linton, J. J. Buffington and Walter Kirwan.

The substitute for Senator Newberry's bill No. 18 relating to pure seeds and stock feeds has been recommended for passage by the senate committee of the Iowa legislature.

The first trade in clover seed for October delivery at Toledo was made March 1 at \$6.65. A year ago trading began at \$6.25, followed by a decline to \$5.80 and advance to \$8.55.

Timothy seed was sold Feb. 28 for September delivery at Chicago. Usually trading in new crop timothy does not commence until June. The market for cash seed is strong.

The bill regulating the sale of agricultural seeds has been recommended to pass by the committee on agricultural interests of the Michigan legislature. It is known as S. F. No. 23.

Work will soon begin on the seed cleaning plant to be erected at Mt. Sterling, Ky., by J. M. Bigstaff, M. O. Cockrell and I. T. Tabb. The building will be made fireproof by the use of brick, stone and steel in its construction. Including machinery the cost will be about \$20,000.

Receipts of red clover seed at Toledo for the week ending March 9 were 1,125 bags, the same as a year ago. For the season receipts have been 36,900 bags against 72,000 bags a year ago. Shipments for the past week of clover seed from Toledo have been 4,500 bags, against 4,600 a year ago; and 37,600 bags for the season to date, against 46,800 bags a year ago for the corresponding time.

The pure food law effective Jan. 1 does not cover adulterations of grass seeds. No fine or imprisonment awaits the seller of adulterated or misbranded seeds, under federal law. The Dept. of Agri. is constantly making tests of seeds, and punishes those guilty of adulteration by publishing their names in circulars issued from time to time.

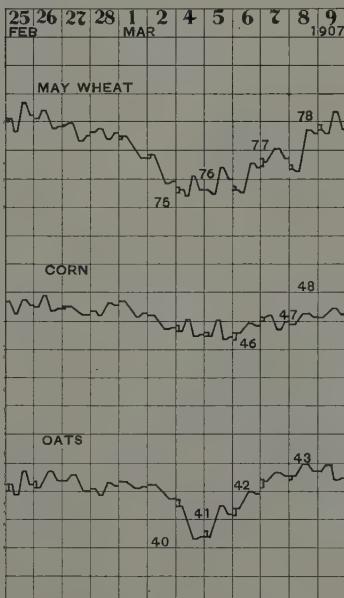
A bill making it a misdemeanor to sell fruit trees, shrubbery, corn, grass, grain or root seed which are not true to name or that are adulterated in any way, and

our stocks are down to almost nothing, decreasing about 2,700 bags this week. The future course of the market depends upon the amount of seed still back in country and the demand. Some think eastern buyers will be in the market later, figuring that they have not purchased the poorest grades of foreign seed that was imported. The tendency this year has been to buy the best grades. For that reason they are very scarce. If present shipping demand continues our stocks should be cleaned out within the next two or three weeks, and it is reasonable to expect that the demand will keep up at least that long.—J. F. Zahm & Co.

During the crop year ending June 30, 1906, the work of the bureau of plant industry of the Dept. of Agri., in testing seeds for vitality, the determination of mechanical purity, the examination for adulterants, and the identification of various seeds has continued to increase. A total of 9,364 germination tests was made, and 1,415 detailed tests were made for mechanical purity, making in all 10,779, combined tests for purity and germination. Of these, 5,476 tests were made in connection with investigations carried on by the seed laboratory, 1,513 tests for the congressional seed distribution and for various offices of the department, and the remaining 3,520 tests were requested by farmers and seedsmen. The number of samples received from farmers and seedsmen is more than twice as great as for any previous year. In addition 341 seed samples were examined for quality in a more general way for farmers, and the results of these examinations were reported by letter. Samples to the number of 732 were received from the various custom-houses during the fiscal year, and since April 1, 1906, 1,220 samples were obtained in the open market and examined for adulterants.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Mar. 11 are given on the chart herewith.



Crop Reports

Electra, Tex.—Both wheat and oat crop bad owing to ravages of the green bug.—B. Smith.

Reading, Ill.—The farmers have most of the corn and about two-thirds of the oats in their hands.—John Bowlin & Co.

Denton, Tex.—The wheat and oats in this territory are totally destroyed by the green bug.—The Alliance Milling Co.

Gainesville, Tex.—The wheat and oat crops for next season in this vicinity will be entire failures on account of the green bug.—H. Schiff.

Hitchcock, Okla.—The prospect for wheat here is the best we have ever had. Considerable of the old crop is yet unmoved.—Roy Davis.

Nashville, Kan.—Prospect is fair now for a normal crop of wheat, with more than an average acreage.—W. C. Marymee, agt. Red Star Mill & Elevator Co.

Hunter, Tex.—Growing wheat is in fine condition. A large oat crop has been planted and is up. A large corn crop will also be sown.—D. K. Sterrett.

Fort Worth, Tex.—The growing wheat and oat crops in north Texas will probably be a complete failure owing to the ravages of the green bug.—The Smith Bros. Grain Co.

Natoma, Kan.—The prospects for wheat and corn are fine. Good stand, no damage and plenty of moisture. Very little of last season's crop in farmers' hands.—Henry Schlop, agt. Hoffman Eltr. Co.

Des Moines, Ia.—According to the Feb. report 75 per cent of the marketable portion of the last oat crop and 52 per cent of the marketable portion of the last corn crop has now left the farmers' hands.—Geo. A. Wells, secy, Iowa Grain Dealers Ass'n.

Garland, Tex.—The wheat and oat crops in this section have been destroyed by the green bug and corn and cotton will be planted in the vacated fields. The soil on account of the late freezing is in fine condition. The fine rains in February followed by the present warm weather will cause early maturity of all vegetation.—G. W. Crossman.

Enid, Okla.—From 45 to 55 per cent of the old corn crop and 25 per cent of the old wheat crop, of which 18 per cent is in the farmers' hands and 10 per cent in the cities, was unmoved. The acreage sown to wheat crop year was: in Custer, Grant, Woods and Noble counties, the same; in Comanche and Kiowa 25 per cent; Pawnee 20 per cent; Greer 15 per cent; Day and Woodward 10 per cent more. In Logan the acreage is 50 per cent less; Cleveland 30 per cent; Blaine and Canadian 25 per cent; Kay, Kingfisher and Payne 20 per cent and Garfield and Oklahoma counties 15 per cent less than the acreage of last year, as reported by C. F. Prouty, secy, Grain Dealers Ass'n of Oklahoma and Indian Territories.

Government Crop Report.

Washington, D. C., Mar. 11.—The crop estimating board of the Dept. of Agri. finds the amount of wheat remaining in farmers' hands on Mar. 1st to have been about 206,644,000 bus., or 28.1% of last year's crop; compared with 158,403,000 bus., or 22.9% of the crop of 1905, on hand on Mar. 1st, 1906, and 20.1% of the crop of 1904 on hand at the same date in 1905.

The corn in farmers' hands is estimated at about 1,298,000,000 bus., or 44.3% of last year's crop; against 1,108,000,000 bus., or 40.9% of crop of 1905, on hand on Mar. 1st, 1906, and 38.7% of crop of 1904 on hand at same date in 1905.

Oats are reported to be about 334,461,000 bus., or 39.8% of last year's crop still in farmers' hands; compared with 379,805,000 bus., or 39.8% of the crop of 1905 on hand on Mar. 1st, 1906, and 38.8% of the crop of 1904 on hand at same date in 1905.

In the sixteen principal wheat producing states the percentages of wheat, corn and oats respectively remaining in farmers' hands on Mar. 1 are estimated as follows: New York, wheat 39%, corn 35%, oats 49%; Pennsylvania, 40, 45, 44; Texas, 13, 36, 20; Ohio, 35, 43, 38; Michigan, 28, 40, 40; Indiana, 26, 44, 30; Illinois, 24, 48, 35; Wisconsin, 37, 39, 43; Minnesota, 30, 36, 43; Iowa, 34, 49, 42; Missouri, 23, 43, 38; Kansas, 26, 39, 39; Nebraska, 32, 48, 46; South Dakota, 29, 51, 49; North Dakota, 32, 25, 53; California, 16, 17, 15.

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24 inch. Price..... 12.00

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F. R. MORRIS
51 Chamber of Commerce, MILWAUKEE, WIS.

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00

GRAIN DEALERS JOURNAL

255 La Salle Street

CHICAGO - ILLINOIS

**Error in Confirmation by Buyer
Subsequently Corrected Does
Not Justify Seller's Re-
fusing to Deliver.**

Ferguson-Dorman Grain Co., Winfield,
Kan.,

vs.

J. F. Cheatum, Cleveland, Kan.

In the above entitled cause the evidence shows that the plaintiffs (The F.-D. G. Co.) purchased from the defendant (Cheatum) by telephone, three cars of hard wheat with the understanding and agreement that No. 3 and even good, sweet No. 4 might apply on contract at 1c per pound scale of discount, and that defendant might have "ten or fifteen days" in which to ship; that such a contract was actually made by and with said broker; that when said broker

reported such purchase to his principals (the plaintiff) he did not specify any particular details; that plaintiffs' confirmation of purchase by such broker was for "prompt" shipment and did not provide any specific basis of discount for lower grades; that on receipt of this incomplete confirmation, defendant by letter positively refused to fulfill his contract; that immediately on receipt of said letter plaintiffs telegraphed a correction of their confirmation and told defendant to ship as per his verbal contract with their broker; that by mail, defendant still refused to fulfill his agreement with such broker, wherefore plaintiff asks judgment for 1c per bu. damages which defendant has refused to pay.

This committee cannot, nor does not attempt to overlook plaintiffs' error in confirmation; but defendant does not deny, on the contrary he admits having

made a verbal contract with the plaintiffs' duly authorized agent, and yet he refuses to fulfill that contract, even under the terms and conditions which he, himself, specifically states such contract provided. We cannot see where or how a subsequent error as to details should invalidate a contract previously made and admitted by both parties thereto, and therefore award judgment in favor of plaintiff and against defendant for the amount claimed under and upon the terms of such verbal contract, and assess against said defendant the costs of his action, which costs amount to \$5.

Witness our hands this 21st day of January, 1907.

A. H. Bennett,
Perry N. Allin,
L. Noel,

Arbitration Committee of the Kansas
Grain Dealers Ass'n.



Pioneer Steel Elevator at Minneapolis, Minn. The First All Steel Working Elevator.

The Decision of Texas Court Against Futures.

Supreme courts of nearly every state in the Union have so uniformly upheld the legality of transactions in commodities for future delivery that the late decision by the Supreme Court of Texas against this form of exchange trading comes with surprise.

Sanger & Ettelson, members of the New Orleans Cotton Exchange, sold for the account of Jesse L. and David Norris 400 bales of cotton for delivery in Dec. 1904, receiving a margin of \$1 per bale. Subsequently on the refusal of Norris to deposit additional margins the brokers closed the account at a loss. When Norris brot suit for \$6,600 profits the jury gave Sanger & Ettelson judgment in reconvention for \$1,455. This judgment was reversed by the Court of Civil Appeals on the ground that the suit was based on an illegal transaction, and its decision has been affirmed by the Supreme Court.

This decision against exchange trading is worthless for the reason that the brokers' attorneys failed and neglected to present evidence of intention to receive and deliver the cotton. Neither plaintiffs nor defendants even alleged intention to deliver. The court was left in ignorance of the true basis of these exchange contracts, the essence of which is actual delivery. In view of this unfair presentation of the case it is surprising that Judge Brown of the Supreme Court, who gave the decision, asks "Suppose the plaintiffs had insisted upon delivering cotton under the contract, and had gone to New Orleans for that purpose, upon what day of the month of December would they have made the tender, and to whom could they have tendered it?"

The average corn crop of the United States only amounts to about half a good ear to the hill, but it has been demonstrated that with perfect seed and good conditions for growth a farmer can produce three good ears to the hill.

The authorities at Washington have fixed a penalty of \$200 on any person taking mail out of the postoffice other than their own. All postmasters are liable to make mistakes and get the mail in the wrong boxes, and the law says that the people must examine their mail before leaving the office, and if they have mail other than their own, it must be returned at once. That it is the fault of the postmaster makes no difference. This law includes newspapers as well as first-class mail. There are a class of curious people everywhere, and they are, as a rule, contemptibly curious about letters or other mail matter which they chance to get hold of.—*Oxford Times*.

D. F. Maish, pres. of the Indiana Corn Growers Ass'n says: In order to grow good corn three conditions must be taken into consideration. First, there must be a good soil condition, second, good seed, and third, good or proper cultivation. In addition to these conditions there must also be proper harvesting and marketing methods. The farmer has failed who raises good corn and then puts it into a leaky bin. On the other hand the dealer must make it worth while to the farmer to protect his corn. If the dealer will put an embargo of about 10c per bu. on bad corn he can soon force the farmer to properly crib it. The dealer should grade the corn that comes to the elevator and pay for it according to the grade.

Grades Governing Settlement Must Be Same Destination as Weights.

H. F. Probst, Arkansas City, Kan.
vs.

E. R. & D. C. Kolp, Ft. Worth, Tex.

In the above entitled cause, the plaintiff (Probst) sold to defendant (Kolp) one car of No. 2 soft wheat, with the understanding that the No. 3 testing 58 lbs. should apply at 1c discount and No. 3 testing 57 lbs., 2c discount; also subject to destination grades and destination weights.

Defendants instructed plaintiff to bill the same to Ft. Worth, Tex., which he did. On arrival at Ft. Worth, the wheat graded No. 4 testing 57 lbs., and the defendants, from their office in Ft. Worth, informed the plaintiff that unless he would consent to their deducting 5c per bushel, they would refuse that shipment entirely and require him to furnish another in its stead, to which demand said plaintiffs, on account of distance, condition of the market, etc., reluctantly consented, supposing that Ft. Worth was the final destination as indicated by billing instructions, and that the shipment would be unloaded there.

Instead, however, the defendants, of their own choice and pleasure and without consulting with plaintiff in any manner, elected to change the destination entirely, and sent the car forward to a mill.

On arrival at the mill, the wheat was found to be satisfactory and was unloaded and an affidavit furnished, showing that the shipment contained "1,076 bushels of 58 lb. wheat."

Defendants sent plaintiff returns based on mill weights, but Fort Worth inspection and discounted the same 5c per bushel, to which plaintiff objected, claiming that inasmuch as defendants had elected to give him mill weights, he was, under the expressed terms of the contract, entitled to mill grades as well and asked judgment for 4c per bushel, less a clerical error in returns.

It is the opinion of this committee, backed by the judgment of legal counsel, that if defendant desired to hold plaintiff to the Ft. Worth inspection, he must also furnish Ft. Worth weights; that the contract, which provided destination grades and destination weights, will not permit of grading at one point and weighing at another; that when defendant, without consulting plaintiff, elected to change the destination which he at first had designated, and had made his settlement of weights taken at the final destination, he must also make settlement of grades at the same place and that in his election to change the destination and basis of settlement so far as weights were concerned, ignoring the terms of the contract in regard to weights, he must also ignore the Ft. Worth inspection and allow settlement as to grades at the same place where he elected to base his settlement of weights.

The committee therefore awards judgment in favor of the plaintiff, and against the defendant in the sum of \$26.88 as claimed, and assesses the costs, amounting to \$5, against said defendant.

Witness our hands this 22nd day of January, 1907.

A. H. Bennett,
Perry N. Allin,
L. Noel.

Arbitration Com'te of the Kansas Grain Dealers Ass'n.

Liability, Accident & Credit INSURANCE
London Guarantee and Accident Co. Limited
Head Office, Chicago, Ill.



THE HUMPHREY Employe's Elevator

For eighteen years it has been the

STANDARD ELEVATOR For GRAIN ELEVATORS and MILLS

The simplest and most reliable lift for Grain Elevators that can be devised.

Let me send you catalog and prices.

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640 Exchange Bldg., BOSTON, MASS.



THE ATLAS CAR-MOVER

Manufactured exclusively by
The Appleton Car-Mover Co.

Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

COAL FOR Dealers

IS OUR SPECIALTY

Genuine Plymouth
Mt. Pelee 4-inch lump
Ideal Brazil Block
Silver Leaf Hocking
Smokeless; "any size"

ORDERS FILLED PROMPTLY
WRITE US

Ohio & Michigan Coal Co.

MAIN OFFICE

DETROIT, MICHIGAN

Grain Carriers

Navigation of the Illinois River at Peoria was resumed by the grain boats late in February.

Reciprocal demurrage works on the principle that "It's a poor rule that does not work both ways."

The Illinois Central has announced that it will purchase 3,500 freight cars and 50 locomotives.

Orders for 2,500 new freight cars recently were canceled by the Wabash on account of inability to sell bonds.

The advance of 5 cents per ton in coal rates foreshadows an advance on all other commodities effective May 1.

The Boston & Albany and Boston & Maine Railroads now have tied up several thousand cars and have blocked the New York Central.

The Interstate Commerce Commission will hear arguments Apr. 4 on the question whether the Union Pacific and Southern Pacific are competing roads.

I know of no law that specifies how equipment shall be distributed, but undue and unjust discrimination is prohibited.—E. E. Clark, Interstate Commerce Commissioner.

Construction is to begin Apr. 1 on the Kansas City, Lawton & Pacific R. R., which has been surveyed thru Joplin, Mo., Muskogee, Hampton, Wewoka and Ada. I. T.

Roads east of Buffalo will advance grain rates $\frac{1}{2}$ c Apr. 15. For export on the opening of navigation the rate will be wheat and flaxseed, $5\frac{1}{2}$ c; rye, $5\frac{1}{4}$ c; corn, $4\frac{3}{4}$ c; and oats, $3\frac{3}{4}$ c.

The first train on the Stromsburg line of the Union Pacific was sent out from Grand Island, Neb., Mar. 1. It consisted of 19 cars of grain. The new line runs via Valparaiso to the main line at Valley.

The engineer in charge of the Panama Canal work has resigned and an army officer has been appointed by the President. At the same time it was decided not to let out the building of the canal by contract. Meantime construction is progressing.

Opposition to legislation delaying the opening of the drainage canal at Chicago was voiced in resolutions adopted recently by the Chicago Commercial Ass'n declaring that no obstacle should stand in the way of navigation thru the canal.

Congress has adjourned but when it meets again the advocates of reciprocal demurrage should be ready with their ammunition. Senators and representatives who have returned home should be buttonholed by shippers with arguments for fair demurrage laws.

Perishable goods are delivered by the railroads promptly; because the carrier has to pay for them if spoiled in transit. Grain and other commodities will be delivered promptly when reciprocal demurrage laws are enacted to make the carrier pay for loss by delay.

The complaints by the Kansas Shippers, Merchants and Farmers Club against the Santa Fe and the Rock Island roads for discrimination in the rates on grain from Kansas to Galveston compared with the Missouri River will be heard by the Interstate Commerce Commission Apr. 8 at Topeka, Kan.

The Interstate Commerce Commission's probe into Alton financing has shown that deductions for watered stock must be made in computing rates that will yield fair dividends on actual investments; also, that the proceeds of sales of stocks and bonds have been diverted from the purchase of cars and equipment into the promoter's pockets.

A movement to enlarge and modernize the Wellington Canal to accommodate the largest lake vessels, is being promoted by grain shippers, boards of trade and others interested. This improvement would allow grain vessels to proceed direct from the upper lakes without breaking bulk to Kingston or Prescott instead of to Georgian Bay ports, Port Huron or Buffalo as at present and would lessen the rate, it is claimed 3 cents per bu.

After hanging about the skirts of the Interstate Commerce Commission at Washington recently E. H. Harriman said: "I am personally anxious to co-operate with the government officials, and have simply taken the ground that I am the man best qualified to talk about my own affairs and that I am entitled to the same consideration every other American ought to have." Harriman is sadly mistaken in considering the railroad question as his "own affair." Honest management of railway property is of far deeper concern to the great mass of common American shippers than to any single stockholder. Investors in railway securities are entitled to no more consideration than investors in grain elevators.

Interstate Commerce Commissioner E.

E. Clark recently wrote in reply to Geo. A. Wells, secy. of the Iowa Grain Dealers Ass'n, that in decisions under the Safety Appliance law courts have held that cars that have been loaded with interstate business and are returning empty are, under the law, engaged in interstate traffic. I am not sure that the decision specifically stated the converse of that decision but it would seem to be true that if a car was going empty for the purpose of being loaded with interstate traffic it would be engaged in interstate traffic. It is not believed that any state law covering regulations of equipment could operate to interfere with the free movement of interstate business.

The Robb-Bort Steel Elevator at Wichita.

There are several reasons why Wichita, Kan., is a great and growing grain center. Two are pre-eminent. The fertile soil of Kansas and Oklahoma-Indian Territory yields millions of bushels of grain and the farmers, who are seldom feeders, sell it. Wichita Board of Trade members are hustlers, so they go after their share of this grain hard, and they get it.

Prominent among the members of the Wichita Board of Trade is the Robb-Bort Grain Co. Besides other things this company has done lately, it has built an elevator, a picture of which is shown here. From the basement to the doghouse it is modern in every particular, a model cleaning and mixing house.

The building is composed of four com-



The Robb-Bort Steel Elevator at Wichita, Kan.

ponent parts—a basement, working floor, steel tank, and cupola, besides accessory buildings.

The basement is of solid concrete construction in which is located the various elevator boots, an unloading sink, and the driving shaft for power purposes.

The working story just above the basement is built of brick with steel and concrete floors. All of the elevator spouts, and machinery for cleaning, crushing, conveying, clipping and mixing, are controlled on this floor.

The steel tank just above has a capacity of 50,000 bushels and is divided into ten bins of equal dimensions. Up thru the center of the tank is a spiral stairway, enclosed in a steel tube, that leads to the cupola.

The cupola is also steel framed and iron clad. In it is located the cleaning and mixing machinery.

A No. 10 Invincible Clipper, a No. 5 Invincible Separator, and a corn crusher that will grind four cars of corn per day comprise the machinery equipment. A dust collector gathers the dust from the cleaner, and it is blown to the boiler furnace, where it is burned.

In a brick building adjacent to the main elevator is a complete steam heating and power plant. The engine is a 100 h.p. Corliss and the boiler is a 125 h.p. Corliss equipped with boiler feed, pumps and all necessary fittings.

On the west side of the elevator with a steel roof above it as shown in the illustration is a wagon dump, with a scale attachment of the Howe type. The dump is clad with iron and automatically controlled.

A short distance from the elevator is a warehouse used for storing sacked grain. This building will hold about five cars of grain. A small elevator leg in the main building feeds a conveyor that carries the grain to three sacking spouts in the warehouse.

Two tracks, one 2,000 ft. long and the other 1,000 ft. long, enables the company to take care of about twenty cars of grain per day. The cars are handled by a cable power car puller and unloaded by double steam shovels. They are weighed on a Howe Track Scale of 100 tons capacity.

In consequence of the rice crop failures in the province of Kiang-Si, China, grain exportation has been prohibited.

We consider the Grain Dealers Journal the best paper in the trade, and do not feel as tho we can get along without it.—Logan Grain Co., Kansas City, Mo.

Denatured alcohol, manufactured under present conditions cannot be sold at a profit for less than 40 cents per gallon. About the only part the farmer can take in its production now is to produce the raw material, chief of which is corn. Potatoes will have to decrease in price considerably before they can be profitably utilized.

Blessed is that man who has reached the point where tales of ten figures with a dollar mark at the left, no longer thrill him; to whom life is more than getting, and success more than piling up; whose happiness may lightly turn its back on wealth; whose interest in life may center about unpurchasable, unsalable things, and whose best life effort is freely given, without money and without price. Only through such a citizenship can our America be redeemed from the moral smothering that comes with unlimited "prosperity."—The Sharpshooter in *Commercial West*.

Grain Rates to Seaboard.

Effective Apr. 1, the present method, which has prevailed for a very long period, of making rates on grain from Illinois to the seaboard, by applying varying percentages of the rates from Chicago to New York, will cease.

Thru rates will be made from the state of Illinois to eastern territory, Buffalo and Pittsburgh on the west and to and including the seaboard on the east, which will be the same via all routes, whether shipped via Chicago or any other gateway between Chicago and the Ohio River. These thru rates, instead of dividing as at present on varying percentages, will divide east of Chicago as follows:

Domestic (in cents per 100 lbs.): To Boston, 17; New York, 15; Philadelphia, 13; Buffalo, 9.5; Pittsburgh, 9.5; Baltimore, 12; Newport News, 12; Norfolk, 12; Rochester, 12; Syracuse, 12; and Utica, 13½.

Export: To Boston, 13; New York, 13; Philadelphia, 12; Baltimore, 11.5; Newport News, 11.5; and Norfolk, 11.5.

Division sheets will be published by western lines showing the proportions of the thru rates from the various Illinois stations to Chicago. To arrive at proportions west of Chicago, deduct above figures from the thru rate. These proportions west of Chicago will apply on all traffic destined to Pittsburgh, Buffalo and east, whether for domestic or export, and whether forwarded via lake or rail.

In case the local rate which was paid when grain came to Chicago exceeds the proportions of the rate west of Chicago, the excess will be refunded. Six months transit privilege will be accorded as heretofore. The effect of this adjustment will be to very greatly reduce the amount of money tied up annually in Chicago because of overcharges and will remove a great annoyance.

In the northern portion of the state of Illinois, which heretofore has been subject to local rates in and out of Chicago, thru rates will be published giving that section the benefit of the lower proportions east of Chicago.

From all territory north of the state line of Illinois and Wisconsin, and west of the Mississippi River, except St. Paul and Minneapolis proper, from which thru tariffs are published, the rates from Chicago east will be as follows: Domestic, in cents per 100 lbs., Boston, 10.5; New York, 17.5; Philadelphia, 15; Baltimore, 14.5; Norfolk, 14.5; Newport News, 14.5; Rochester, 14.5; Syracuse, 14.5; Utica, 15.5; Buffalo, 10.5; Pittsburgh, 10.5.

Rates to the gulf will be advanced from 10 up to 13.5 on export traffic.—E. B. Boyd, mgr. transportation department of the Chicago Board of Trade.

James Geddes, the leading miller of Guadalajara, Mexico, contemplates the importation of American wheat on account of the local scarcity.

South Russian grain exporters are about to combine to protect their interests. They maintain that buyers abroad, chiefly in Germany, claim excessive compensation if wheat is not up to the standard. The unfavorable weather conditions of this year has affected the color of the wheat and barley, making it often grey, which the Russians maintain is not due to mixture. The Germans have been taking advantage of the off-grades and the Russians have rebelled by calling a meeting in which Odessa, Nicolaijeff and other prominent wheat centers will be represented.

**DO YOU USE
SAMPLE ENVELOPES?
TRY US!**

**SECURITY ENVELOPE CO.
MINNEAPOLIS, MINN.**

DEAR BROTHER GRAIN DEALER:—

You are doubtless like a great many others who are losing considerable money by reason of leakage of grain in transit. You can curb this loss by using KENNEDY'S CAR-LINER which costs you only \$1.30 per car and saves you many times its cost. More information cheerfully furnished if desired.

Yours truly,

FRED W. KENNEDY,
Shelbyville, Ind.



Just As Easy

No sealing iron is required when you have

Tyden Car Seals

TYDEN SEAL
NO SEALING IRON
REQUIRED

You would not think of running your business without carrying fire insurance, neither should you ship a car of grain without using a private car seal. It is a protection and will save you many dollars when you demand a settlement in case of shortage. Sample free. Price \$3.50 per 1,000. Each seal will bear your name and be consecutively numbered.

INTERNATIONAL SEAL & LOCK CO.
CHAS. J. WEBB,
Gen'l Sales Agt. 617 Railway Ex. Bldg., Chicago

When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EXPERT ADVICE and ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

JOHN HILL, JR.

MEMBER CHICAGO
BOARD OF TRADE

Board of Trade Building, Chicago

Long Distance Phone Harrison 5022

Consulting and Auditing Expert
Grain, Stocks, Cotton, Investments

Supply Trade

A catchy word, a line displayed,
For many have a fortune made.

"More orders than we can fill" is the distressing plaint of the Vilter Manufacturing Co.

The telescope seems to bring distant friends near you; the advertisement really puts you into communication with distant persons and turns them into business friends.

Even a man whose modesty is well-seared with exposure will pretty nearly blush when he looks at some of the lady calendars distributed among the grain dealers this year.

The Hardwood Mfg. Co. has purchased property in Chicago and will erect a reinforced concrete building in which it will manufacture burlap, bags and similar products.

The advertiser who will first select an honest, useful product; who will, second, tell the truth about it; and, third, keep on telling—is bound to win out in obedience to natural law.

The best salesman welcomes and cooperates with the advertising of his house, as it enables him to accomplish more with those qualities in him which are most valuable.—*Mahn's Messenger*.

An expensive turret lathe of special design has just been installed by the N. P. Bowsher Co. The tool will greatly facilitate the manufacture of many parts of its well known line of feed mills.

P. H. Pelkey's suit against the A. T. & S. F. R. R. Co. is for \$400 damages for the loss on a whole bill of machinery forming the complete equipment of an elevator to be built at Knox City, Tex.

C. P. & J. Lauson are now conveniently located in a handsome fireproof structure in northwest Milwaukee. The new home of the Badger engine is modern in every particular and denotes the progress of the firm.

Knocking your competitor's business will not gain you business. Talk your own business in an advertisement in the Grain Dealers Journal and you will have it delivered into the office of every progressive grain firm.

Since imported glue is used in the manufacture of belting cement made by the Schulte Belting Co., the company is allowed a drawback on the exported product equal in amount to the duty paid on the imported glue.

The Humphrey Employee's Elevator was installed by the Blish Milling Co. Seymour, Ind., Plymouth Gypsum Co., Fort Dodge, Iowa, Oakes Milling Co., Oakes, N. D., and the Concordia Milling Co., Concordia, Kan. in Feb.

If a buyer is interested enough to write for prices, *he is interested* and it's up to your follow up system, or your representative then. An ad. has finished its work when it pulls an inquiry. If you don't sell, the fault is not in your ad. but in you.

Treat those who solicit your business as you would have your traveling men treated—that is, with at least a reasonable amount of patience and courtesy. Thirty seconds of your time is all a good solicitor needs either to interest you or merit your dismissal.

The hit and miss and variable charge governor on the Milwaukee Gas Engine is claimed to be a desirable feature, for when a heavy load is being pulled the variable charge will steady the engine, while the hit and miss principle suffices to keep the engine running smoothly with a light load.

The P. H. Pelkey Construction Co. will build a brick and concrete structure in Wichita, the greater part of which will be devoted to the storage of elevator machinery, castings, shafts, pulleys, etc. The building will be about 140x40 feet, two stories high, and it is estimated it will cost \$17,000.

The M. C. Peters Mill Co., at Omaha, at eleven o'clock a. m. the 26th of Feb. ordered an "Ideal" drier at the sales office of the Hess Company, and the machine was delivered to the railroad before 5:30 on the same day. This promptness will certainly appeal to those owners of grain who wake up in the morning and find their corn red hot.

The Cummings patent, No. 539,171, for a bag-filling machine, held valid and infringed as to claims 14, 53, 54, 30, 24, 53, 61, 41, 11, 12, 16, 17, 19, 23, 34, 35, and 20, but not infringed as to claims 1, 2, 6, 13, 8, 9, 18, 29, and 75, which each contain as an element a flexible bag opener not found in defendant's machine.—Brown Bag-Filling Mach. Co. v. Drohen. Circuit Court of Appeals, Second Circuit. 148 Fed. 985.

The rice industry in the southern states is of such importance that elevators are being constructed expressly for handling it. Among those who have taken advantage of the Americanized oriental industry is the Rowe & Nubson Co. This firm is constructing three elevators designed for handling rice. The business is yet in its infancy in this country, but more capital and brains are becoming interested in the cereal every year.

C. M. Seckner and H. L. Langel have applied for incorporation papers for the Central Elevator Construction Co. Mr. Seckner who will be manager of the company has had 25 years experience in elevator building and thereby understands the work. At present he is devoting a great deal of time to perfecting plans for a concrete elevator that may be profitably built by the dealer who desires only ten thousand bus. storage capacity.

A little booklet issued by the Minneapolis Steel & Machinery Co. shows it has built steel elevator and storage plants for the Electric Steel Elevator Co., Red Wing Malting Co., Independent Elevator Co., Winona Malting Co., Albert Dickinson Co., Manhattan Malting Co., Russell Miller Milling Co., Pioneer Steel Elevator Co., James Quirk Milling Co., and the Salt Lake & Jordan Mill & Elevator Co. The capacities of these vary from 40,000 bus. to 1,000,000 bus.

On account of the high price of leather and rubber it became necessary for some one to make a belting which was both cheap and serviceable. Consequently a new belting is being introduced that seems to answer the purpose admirably. Rubber-Ite is a stitched canvas belting made of cotton duck, which has been soaked in a vat of mineral rubber. Mineral rubber is a product of Utah and Colorado. It is a pure carbon ore converted into liquid by a patented process. As the new belting seems to possess all of the qualities of the best rubber belting it no doubt will become very popular with the dealer who wants a good cheap, durable belt.

A guaranty that a gasoline engine will use not to exceed one gallon of 74-degree gasoline per horse power per 10 hours when developing full load is specific, and failure to meet the guaranty gives the buyer the right to reject the engine. But in the case of Bunday v. Columbus Machine Co., the latter reserved title in itself until all of the purchase price should have been paid; and consequently, altho the 40-h.p. gasoline engine was running in F. P. Bunday's plant at St. Johns, Mich., when the excessive consumption of gasoline was noted, Mr. Bunday was in the disagreeable position of having to pay the full price of \$1,150 before he had a right to bring suit for the breach of warranty. Accordingly, as he did not pay the balance of \$850, the Supreme Court of Michigan reversed the decision of the lower court in his favor. No buyer should sign a contract that requires him to pay for an engine that is not satisfactory.—106 N. W. Rep. 397.

A Moisture Test May Save Dealer Money.

Thousands of bushels of damp corn has been bot this season by grain dealers, and as they have been unable to get cars for shipment, the corn has been piled into bins where it will probably stay until sent to market. When it does get to market the chances are that the dealer will be disappointed in the grading. Corn that was bot in freezing weather and stored in bins where the moisture has been retained is usually taken at destination into a room where the high temperature brings out all the moisture. The dealer who expected his corn to grade No. 3 very often gets returns for "no-grade." It would therefore be worth a great deal for the dealer to know just what the corn will grade before he prepares to ship it. If it is not up to the standard, he can keep it, and save many cents a bushel.

One reliable method of detecting moisture in corn is used by John D. Shanahan, expert in grain standardization, buro of plant industry, Washington. In the Dec. 25 issue of the *Grain Dealers Journal* a thoro description of the method was given. The Columbus Laboratories are also equipped to make moisture tests. The laboratories are in charge of experts who make moisture tests for the Chicago Board of Trade, and do general analytical work. Besides modern chemical apparatus the laboratories are equipped with machinery for cleaning, scouring, and clipping grain. In fact any problem that presents itself to the dealer can be solved by experts at this institution.

Dealers who have equipment to give corn a good blowing once or twice a week, and can keep it stirred, will be able to keep it sweet. While it is in the bins, two by four planks driven thru the corn to the bottom of the bins will aid very much in airing it. Bicarbonate of soda is often sprinkled upon it and helps to keep it sweet. The point is that the dealer has already lost money on account of the car shortage and he should use every possible method now to make his corn grade well so that he will not go any deeper in the "hole."

Millers' National Federation directors and delegates of constituent organizations will hold their annual meeting Apr. 12 at the Grand Pacific hotel, Chicago. It is a preliminary to the mass convention to be held at St. Louis, Mo.

The "Western" Gyrating Cleaner.

The latest effort of the Union Iron Works is the production of a Cleaner for which they make the strongest claims. The Cleaner is of the Gyrating family, but has a gyrating, oscillating and tossing motion, that not only gives the machine a wonderful separating capacity, but frees the screens very readily, and by giving them the tossing motion, clogging with small pieces of cob, etc., is impossible.

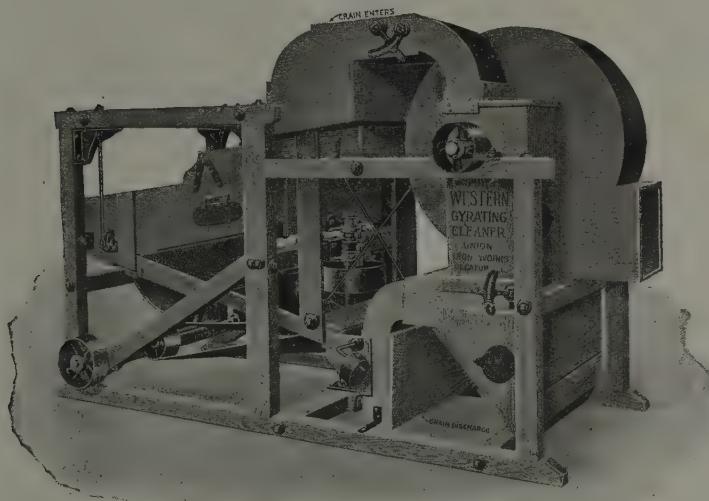
The machine is very compact and takes up but comparatively little room. It is so constructed that the grain discharge is almost directly on line below where the grain enters and entirely away from cob discharge, which is at end of riddles.

It has two screens; a scalping riddle, which is composed of a set of fingers and a coarse screen which makes a quick separation and deposits the grain and small particles on screen of proper perforations to make a perfect separation. There is a grain pan under full length of the lower screen, which carries all the grain to the extreme end of machine where it is deposited on a return pan and brought back to leg of fan. This return pan is provided with a wire screen of proper dimensions to take out all fine seeds, gravel, etc., and under this screen a spout which carries these screenings to side of machine where it is convenient to spout them to any point desired.

The fan is a powerful one, but can be perfectly controlled by valves and slides, and entirely cut off either in the upper or lower suction if desired. The hopper is so constructed that the upper suction takes the air directly through the entering grain, removing silks, husks, etc., and keeping the room where machine is located free from dust. The machine is noiseless, and with an adjustable balancing pulley, of special design, all vibration is overcome.

The machine has been thoroly tested, and the manufacturers have such confidence in it that they make the same offer they have always made on the Western line of shellers; viz., to ship to any responsible party on 30 days' time, with guarantee of results.

The Union Iron Works will be glad to give any further information in regard to this machine.



Disinterested Appraisal of Elevator Property.

B. F. M. LLOYD.

Why do millers and grain dealers buy appraisals? Because they have dollars and sense—dollars to protect and sense to purchase protection.

As a rule mills and elevators are so situated that a fire once started is almost sure to prove disastrous.

In olden times, the grain dealer carried his insurance on the basis of his own idea of value. In olden times elevators were run by an old gray horse that wandered more or less aimlessly around and around, furnishing an apology for power, and there are those still lingering with us who think that the old methods were the best—such do not buy appraisals.

Wherever you find a man who wants to know, and is not satisfied with guessing, there you find a live one and there you find an appraisal, if he has ever heard of it and can afford it. He has discarded the tallow dip and uses the electric light. He has fine steam or water power, or both, and he places his insurance on the basis of a scientific appraisal made by men who know.

No man knows what his property is worth without an appraisal—no matter how new it is. He knows what it cost him, but that is not evidence of value.

No man is insured against loss unless his policies are backed up by a disinterested appraisal—made by a company that will stand back of him till the "crack of doom."

Annual Report of Winona Insurance Company.

The annual statement of the Winona Fire Insurance Co., which makes a specialty of insuring grain elevators and contents for line companies in the Northwest, shows its assets to amount to \$456,719 at the close of business Dec. 31st, 1906. Its net surplus was \$140,045. The net amount of insurance in force at close of the year was \$12,279,793. All of which shows the company to have had an excellent business.

Corn acreage for 1906 was the largest in the history of the cereal.



Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., South Bend, Ind.

Prompt and Accurate Analyses of All Grain and Feeds

Don't ship your corn until you have had it tested for per cent of moisture

The Columbus Laboratories

103 State St., Chicago

RUBBER-ITE

STITCHED CANVAS BELTING FOR YOUR ELEVATOR



An Excellent Belt for a Reasonable Price.

RUBBER-ITE Belt is water, acid, heat, oil proof. It's highly ADHESIVE.

We are the only manufacturers of this belting in the world.

SAVE JOBBER'S PROFITS
by buying from us. Save money by getting **RUBBER-ITE**.

Write for booklet and samples.

McILROY BELTING & HOSE CO.
CHICAGO

Supreme Court Decisions

Bill of Lading.—To render a copy of a B/L admissible, it was necessary to prove its execution, or that it had been duly substituted on a formal trial for the original.—*W. R. Morris & Co. v. Southern Shoe Co.* Court of Civil Appeals of Texas. 99 S. W. 178.

Railway company, by using a freight car of another company as a place for delivering hay becomes liable for injuries resulting from defects in the car.—*Ladd v. New York, N. H. & H. R. R. Co.* Supreme Judicial Court of Massachusetts. 79 N. E. 742.

Commissions.—A tobacco warehouse company may charge commissions for the sale of tobacco, and cannot be held responsible for the value of samples taken out of tobacco.—*Orr v. Louisville Tobacco Warehouse Co.* Court of Appeals of Kentucky. 99 S. W. 225.

Failure to Furnish Cars.—An unusual volume of business is no excuse for a carrier's failure to comply with a contract to furnish a given number of cars at a given time and place for the shipment of cattle to market.—*Southern Kansas Ry. Co. v. Morris.* Court of Civil Appeals of Texas 99 S. W. 433.

Brokers.—In an action to recover of a broker amounts paid as margins on purchases and sales of stock which the broker never actually made, the broker is not entitled to set off a claim for nonpayment of additional margins.—*Fuller v. Municipal T. & S. Co.* Supreme Court of New York. 102 N. Y. Supp. 154.

A By-Law of a Board of Trade providing for forfeiture of membership in case of failure of any member to pay the annual assessment of dues within the fiscal year applies to suspended members as well as members in good standing.—*People ex rel. Dodson v. Board of Trade of Chicago.* Supreme Court of Illinois. 79 N. E. 611.

Right of Contract.—It is the absolute right of all men to contract or refrain from contracting, and the motives which actuate a man in refraining from making a contract in relation to labor or merchandise or anything else are beyond inquiry.—*Alfred W. Booth & Bro. v. Burgess.* Court of Chancery of New Jersey. 65 Atl. 226.

Furnishing Cars.—A railroad engaged in the transportation of freight as a carrier is bound to furnish suitable cars to its customers on reasonable notice when it can do so with reasonable diligence without jeopardizing its other business.—*Di Giorgio I. & S. Co. v. Pennsylvania R. Co.* Court of Appeals of Maryland. 65 Atl. 425.

Recovery of Freight Overcharge.—The common-law right of a shipper to recover an excess of charges paid to a carrier for an Interstate shipment is not within the exclusive jurisdiction of the federal courts, but may be enforced in a state court.—*H. L. Halliday Milling Co. v. Louisiana & N. W. R. Co.* Supreme Court of Arkansas. 98 S. W. 374.

Apportionment of Arbitrators.—The court will presume, after an award is made, that the appointment by the arbitrators of an umpire has been rightly done, unless the contrary is shown; every intention to substantiate the award will be made.—*Kaplan v. Niagara Fire Ins. Co.* Court of Errors and Appeals of New Jersey. 65 Atl. 188.

Contract for Cars.—Where a shipper of cattle went to the carrier's agent and stated that the shipper wanted not less than 10 cars in which to ship cattle on a specified day, giving the number of cattle and the point of destination, and the agent answered "all right," there was a sufficient oral contract to furnish the cars on

the date specified.—*San Antonio & A. P. Ry Co. v. Timon.* Court of Civil Appeals of Texas. 99 S. W. 418.

Fire Originating Near Right of Way.—Where a fire is set out by a spark from a defective locomotive, or one not having a proper spark arrester, or because the locomotive is operated in a careless manner, the company is liable, whether the fire originates on or off the right of way.—*North Fork Lumber Co. v. Southern Ry. Co.* Supreme Court of North Carolina. 55 S. E. 781.

Landlord's special lien for rent upon the crop grown upon the rented premises takes effect upon the maturity of the crop, and his special lien upon such crop for supplies furnished to make the same arises by mere operation of law when such supplies are furnished. In neither case is a levy necessary in order to fix the lien upon the crop. Civil Code 1895, §§ 2795, 2796, 2800, par 1.—*Cochran v. Waits, John & Co.* Supreme Court of Georgia. 56 S. E. 241.

Evidence of Shipment.—In an action on a claim growing out of a shipment of corn by plaintiff to defendant for sale, a receipt which defendant's drayman gave to the carrier on beginning delivery of the corn was admissible, as against the objection that it was secondary evidence, and that the B/L was not produced, nor its absence accounted for, was the best evidence.—*Dorough v. G. M. Harrington & Son.* Supreme Court of Alabama. 42 South 557.

Sale of Crop.—Where defendant contracted to purchase from plaintiff all the corn that plaintiff might raise in a certain season, but defendant refused to accept and pay for the corn, the measure of damages was the value of the corn raised, at the agreed price, less whatever the corn was subsequently worth to plaintiff, who kept it and who would be liable for whatever would be a fair value for it using it for other purposes.—*Pancoast v. Vail.* Superior Court of Delaware. 65 Atl. 512.

Default of Purchaser.—If the vendee in a sale of corn refuses to take and pay for it the vendor may sell the property, acting for this purpose as agent of the vendee, and recover the difference between the contract price and the price of resale. When the vendee is notified by the vendor of the intention to resell, and after such notice a sale is properly made, the vendee is conclusively bound by the resale and the amount realized under it.—*Mendel v. Miller & Sons.* Supreme Court of Georgia. 56 S. E. 88.

Carriers' Liability.—As a general rule the liability of a common carrier for an unreasonable delay in transporting goods is limited to the difference between the market value of the goods when they should have been delivered and the value at the time of delivery, unless the carrier has notice at the time of receiving them of the use for which they are intended, or such use can be reasonably inferred from their character.—*Illinois Cent. R. Co. v. Nelson.* Court of Appeals of Kentucky. 97 S. W. 757.

Carrier's Liability.—Goods arrived at their destination Friday morning. The carrier gave notice to the consignee of their arrival before noon of that day. The consignee requested the carrier to hold the goods until Tuesday following; it being inconvenient for the consignee to receive them before that time. The carrier agreed to hold the goods at the consignee's risk. Held, that the carrier was liable only as warehouseman.—*United Fruit Co. v. New York & E. Trans. Co.* Court of Appeals of Maryland. 65 Atl. 415.

Freight overcharge.—Overcharges, jurisdiction of actions to recover which is given to federal tribunals by Interstate Commerce Act, § 9 [U. S. Comp. St. 1901, p. 3159], are such as grow out of a charge in excess of a carrier's rates as fixed by schedules filed, published, and posted, as required by section 6; so that where no such schedules have been posted, and the overcharge is merely one in excess of the

rate agreed on with the shipper, action therefor may be maintained in the state courts.—*Wabash, R. Co. v. Sloop.* Supreme Court of Missouri. 98 S. W. 607.

Written Application for Cars.—In an action against a carrier for failure to furnish cars on the demand of a shipper, the evidence showed that the carrier had a rule requiring demands for cars to be in writing, and that the shipper did not observe the rule. Written demands were not insisted on. Held, that the failure to make written demands for cars did not defeat a recovery.—*St. Louis, Iron Mountain & S. Ry. Co. v. Wynne Hoop & Cooperage Co.* Supreme Court of Arkansas. 99 S. W. 2375.

Gambling in Futures.—Under Hurd's Rev. St. 1905, pp. 698, 699, c. 38, § 130, providing that all contracts to have or give the option to sell or buy at a future time any grain or other commodity shall be considered gambling contracts, and shall be null and void, all transactions in grain or other commodities are gambling transactions when neither party understood that deliveries were to be actually made, but both intended that the purchase or sale should be adjusted by the settlement of differences.—*R. E. Pratt & Co. v. Ashmore.* Supreme Court of Illinois. 79 N. E. 952.

Seed Warranty.—A complaint in an action for breach of warranty of variety of seed wheat sold, which alleges that the seller warranted the wheat to be "white Australian," but that the wheat was of an inferior variety and produced a crop inferior to that which would have been grown had it been as represented, and that by reason thereof the buyer was damaged in a specified sum, shows a breach of contract of warranty, entitling a recovery of at least nominal damage, as against a general demurrer.—*Moody v. Peirano.* Court of Appeals First District California. 88 Pac. 380.

Embezzlement of Wheat.—Where, on an issue whether an agent, authorized to buy wheat for his principal paid for by the principal's checks, had embezzled a part of the wheat bought, the agent's daily reports, checks, and weight cards showed a shortage in the alleged quantity of the wheat bought, so that the controverted fact was whether or not the shortage was the result of an embezzlement by the agent, the court did not abuse its discretion in declining to put the daily reports, checks and weight cards in the hands of the jury on their retiring to consider the verdict.—*R. C. Stone Milling Co. v. McWilliams.* St. Louis Court of Appeals, Missouri. 98 S. W. 828.

Loan by Broker.—Plaintiff, as agent of a bucket shop of a foreign state, conducted certain fictitious purchases and sales of grain for future delivery for defendant in which there was a loss of \$2,605.76. Plaintiff advised defendant that his principals were demanding a settlement, whereupon it was agreed that plaintiff should advance the amount necessary to settle the claim with his principal, and that defendant should reimburse plaintiff for the loan. Held, that the loan was a mere devise of the winner to enable him to recover a gambling debt, and that plaintiff was not a disinterested party, and was, therefore, not entitled to recover the loan from defendant.—*Saunders v. Baker.* Kansas City Court of Appeals, Missouri. 99 S. W. 51.

Road Liable for Shortage.—The Belton Oil Co. submitted testimony tending to show that some of the cotton seed delivered to Gulf, Colorado & Santa Fe Ry. Co. was not in the cars when they reached destination and was not delivered to the oil company. The oil company was given judgment against the road by the Bell County court, and this decision has been affirmed by the Court of Civil Appeals. Judge Key stating that "When a common carrier receives property for shipment it is liable for its value if it fails to deliver to the consignee or in the terms of the contract, unless it be shown that the loss was caused by an act of God or the public enemy, or by reason of the seizure of the property under legal process."—99 S. W. 430.

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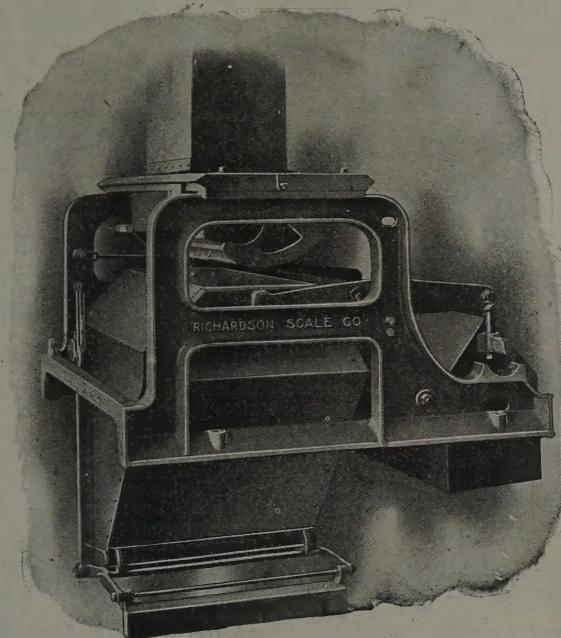
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AFFIDAVIT

AMERICAN GRAIN METER

vs

R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowlin, at Bowlinville, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed.

The results were as follows:—

Car No. 71904

Car No. 107097

Net Weight Track Scales—50400 lbs.

50568 lbs.

Weight, American Grain Meter—50380 lbs.

50630 lbs.

Variation 20 lbs.

62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

*T. G. Powers
Magistrate for J. L. Payne, Utica, O.
J. L. Bowlin*

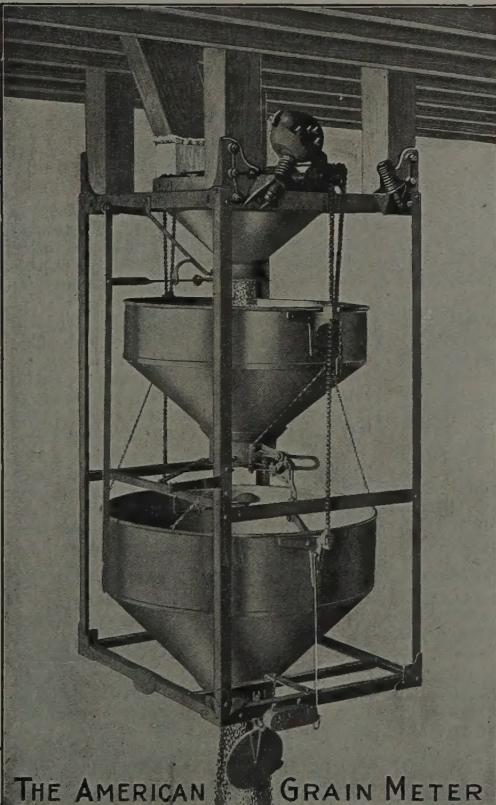
*Signed and sworn to before me this 16th day of June, 1906
M. M. Rock Justice of the Peace
In and for Champaign Co.,*

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Patents Granted

Gas Turbine Engine. No. 845,622. Andrew Du Shane, South Bend, Ind.

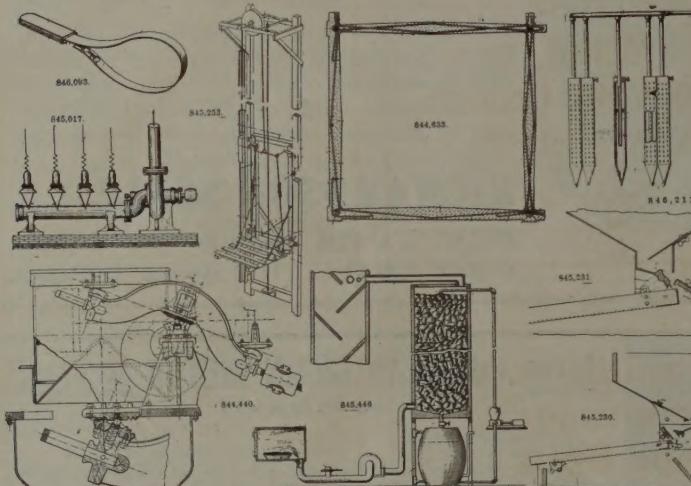
Speed-Regulator for Gas-Engine. No. 844,359. Theodore Hollnagel, Thiensville, Wis.

Starting mechanism for Gas Engines. No. 846,106. Chas. G. Herbert, Detroit, Mich.

Speed-Regulator for Gas Engines. No. 844,759. Charles A. Stickney, St. Paul, Minn.

Internal Combustion Engine. No. 846,070. Herbert G. Underwood, New York, N. Y.

Internal Combustion Engine. No. 845-



140. Herbert A. Stuart, Perth, Western Australia, Australia.

Gas Engine. No. 845,159. Wm. K. Andrew, Milwaukee, Wis., assignor to International Harvester Co.

Sparking Igniter. No. 845,354. Chas. T. Hildebrandt, Chicago, Ill., assignor of $\frac{1}{2}$ to E. W. Brooks, Chicago.

Explosive Engine. No. 846,004. Chas. H. Brooks, Detroit, Mich., assignor to Brooks Motor Co., Detroit.

Rotary Explosion Motor. No. 846,037. Chas. A. Littlefield, New Bedford, Mass., assignor to Geo. O. Draper, Hopedale, Mass.

Gas Engine Regulating Valve. No. 846,307. Franklin G. Hobart, Beloit, Wis., assignor to Fairbanks, Morse & Co., Chicago, Ill.

Double Carburetor for Explosive-Engines. No. 12,611. Thomas L. Sturtevant, Quincy and Thomas J. Sturtevant, Wellesley, Mass.

Spark-Plug for Explosive Engines. No. 844,495. Arthur R. Bullock, Cleveland, O., assignor to the Excelsior Spark Plug Co., Cleveland, O.

Valve-Gear for Explosive-Engines. No. 844,458. Charles H. Morgan and Albert J. Gifford, Worcester, Mass.; Clifford as- signor to Morgan.

Regulating Device for Gas-Engines. No. 844,825. Harry S. Moloney, Beatrice, Neb., assignor to Dempster Mill Manufacturing Co., Beatrice, Neb.

Internal Combustion Motor. No. 844-836. Jefferson Treen, New York, N. Y., assignor to the Manhattan High Powered Motor Co., New York, N. Y.

Cooler for Explosive-Engines. No. 844,677. Edward H. Johnson, Sterling, Ill., assignor to the International Harvester Co., a corporation of New Jersey.

Apparatus for Improving Grain. No. 845,017. (See cut.) Carl Trettau, Gimbel, Germany. The grain is treated with air which has been sucked thru apertures in a duct in which are electric arc lamps.

Corn Sorter. No. 845,331. (See cut.) Levi P. Graham, Decatur, Ill. A stationary wall forms with a rocking member a sorting slot, the rocking member having a ledge to lift out of the sorting slot the grains detained therein.

Grain Renovator. No. 846,211 (see

cut). tie rods having hook shaped ends are embedded in the concrete to tie the adjacent walls together at the corners of the bins.

Man-Lift. No. 845,253. (See cut.) Ole A. Nubson, Kensey, Ia. On opposite sides of the car are guide plates having their outer ends on opposite sides of the guide rails, certain of the plates having bearings in which is journaled a brake-shaft having a crank in its central portion. Springs apply the brake devices against the rails. The car is counterbalanced by a weight running over a pulley and attached to the crank, normally keeping the brake-shaft in a disengaged position.

Corn Sorter. No. 845,230. (See cut.) Levi P. Graham, Decatur, Ill. A rock-bar shaped to receive corn on its upper surface has a salient part which lowers toward and raises from an inclined wall as the bar is rocked, the bar being parallel with the wall and directly opposed thereto at a distance to form a sorting-slot when the salient part is lowered. The screen extends under the slot, and is swung clear of the slot when the shaft is rocked to bring the depressed surface thereof opposite the plate.

Grain Purifier. No. 845,446. (See cut.) Harry J. Caldwell and James R. Barr, Earl Park, Ind. This invention relates to the tempering, dilution, cooling and moistening of the fumes before application to the grain. These objects are effected in a mixing compartment containing a mass of broken material. Pumped from the tank, water is sprinkled over the top of the broken material and percolates down while the fumes blown by a fan pass from the sulphur burner into the bottom of the compartment and up thru to a passage communicating with the grain treating compartment. This device enables the operator by regulating valves to control to a nicety the temperature, humidity and strength of the sulphurous acid gases to suit the discoloration to be removed from the oats, barley or other grain to be bleached.

The Grain Dealers Journal is the best of any for elevator news.—G. A. Haag, Rising City, Neb.

Indian rice crop acreage for 1906-7 is a few thousand acres short of number planted in 1905-6, being 50,900,200 acres, as against 51,058,500. These figures represent only 73 per cent of the total area planted.

The latest estimate of the Japanese rice crop published by the Department of Commerce and Labor shows an increase of 22.6 per cent as compared with the yield recorded for 1906, and about 10 per cent over the average yield for the last ten years.

Very little fire risk is involved in the handling and use of denatured alcohol. The benzine used will be a hydrocarbon obtained either from petroleum or coal tar having a specific gravity of not less than 8.00 and a boiling point of not less than 150 degrees C. and will be no more dangerous in point of fire risk than the alcohol itself.—*Popular Mechanics*.

Professor John MacCoun before the Canadian agricultural committee recently declared that so far as climatic conditions are concerned wheat could be grown almost to the very shores of the Hudson Bay. While it is much colder in northern than southern Canada yet there is a compensating decrease in altitude and this fact prompted the statement of the veteran botanist.

cut). Lewis J. Johnson, Spring Bay, Ill. A pipe discharges into a distributor head from which discharge pipes project down into sliding cylindrical casings. The casings are perforated and have conical lower ends.

Spring Lock Seal. No. 846,093 (see cut). John C. Davis, Hastings, Mich. A strap carries a locking device at one end and is provided with main and auxiliary locking members adapted to engage the opposite end of the strap. A plurality of spring tongues extend laterally from a housing and enter recesses in the adjacent end of the strap.

Automatic Weighing Machine. No. 844,440. (See cut.) William F. Braun, Muskegon, Mich., and William Braun, Brooklyn, N. Y. A balancing beam has a weight at one end and a receiver at the other end. Between the beam and the frame are fulcrum members having rolling surfaces. Means at the fulcrum control the longitudinal relation between the beam and the frame.

Storage Bin. No. 844,633. (See cut.) Jesse H. Tromenhauser, Minneapolis, Minn. The concrete walls are reinforced by truss rods embedded therein. Crooked anchor hooks at the corners, at the ends of the truss rods, have inturned locking members at their ends. Angular

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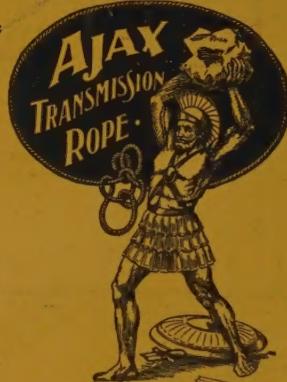
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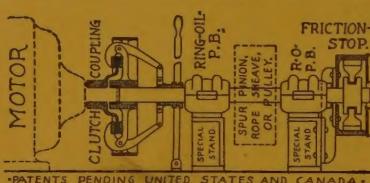
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